



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2008

RTP
REGIONAL TRANSPORTATION PLAN

Making the Connections

***Public Participation
and Consultation
Report***

DRAFT

DECEMBER 2007

PUBLIC PARTICIPATION

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Performing Public Outreach

The awareness and involvement of interested persons in governmental processes are critical to successful regional transportation planning and programming. When the public is engaged in the process, their feedback helps assure projects and plans address community needs. Likewise, the public gains a better understanding of the constraints associated with transportation planning. To ensure compliance with federal and state requirements, the Southern California Association of Governments (SCAG) is required to implement a public involvement process to provide complete information, timely public notice and full public access to key decisions and to support early and continuing public involvement in developing its Regional Transportation Plan (RTP). SCAG works to gain participation and input on its plan from: citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, Tribal Governments, transit operators, governmental agencies and non-profit organizations and other interested parties such as the sub regions, ethnic and minority groups, older and retired persons, special interest groups, non-profit agencies, environmental groups, educational institutions, women's' organizations and the private sector.

As a metropolitan planning organization (MPO), SCAG is responsible for preparing and utilizing a plan which is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG's RTP, pursuant to the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839 (Aug. 10, 2005). Additional public participation requirements under SAFETEA-LU are as follows:

- Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the pro-

posed RTP. Providing timely notice and reasonable access to information about transportation issues and processes

- Employing visualization techniques to describe the RTP
- Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web
- Holding any public meetings at convenient and accessible locations and times
- Demonstrating explicit consideration and response to public input received during the development of the RTP
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services
- Providing an additional opportunity for public comment, if the final RTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts
- Coordinating with the statewide transportation planning public involvement and consultation processes

Background and Development of SCAG's Public Participation Plan

Since its inception, SCAG has engaged in a public involvement process in developing its regional transportation plans and programs. As a result of changes in the metropolitan planning law in 2005, SCAG has broadened its current participation activities to engage a more extensive group of stakeholders in its planning and programming processes, as reflected in SCAG's Public Participation Plan adopted by the Regional Council in March 2007. SCAG staff consulted with a range of interested parties as required by SAFETEA-LU in developing the public participation plan strategies, procedures and techniques

noted in the Public Participation Plan. Specifically, SCAG solicited comments and feedback from the county transportation commissions, sub regional organizations, transit operators, federal and state resource agencies, Tribal Governments, representatives of the disabled, representatives of pedestrian walkways and bicycle transportation facilities, environmental groups, and other interested parties through meetings, mailings, email correspondence, workshops, presentations, telephone communications and website postings, all encouraging individuals to get involved with developing these strategies, procedures and techniques and the Public Participation Plan in general.

HOW THE PUBLIC PARTICIPATION PLAN WAS DEVELOPED

SCAG engaged in interagency review by conducting meetings and sending letters to over 200 affected agencies and organizations to seek input on the proposed strategies, procedures and technique. SCAG also conducted an on-line survey to help SCAG determine how to improve its public participation techniques. This survey was emailed to 3,600 individuals, all of the contacts in SCAG's contact database system with valid email addresses. The survey revealed many things. One of the questions asked respondents to rate their highest transportation interests and priorities, the top three responses in order were: Reducing Congestion on Roadways, Addressing Funding and Financing Transportation Infrastructures, and Improving Public Transit (Bus and Rail Services). Other impacts on RTP outreach efforts were that 183 people requested to be added to the outreach contact list. This growing contact list is used for emails on RTP workshop notification, RTP status updates and all other correspondence related to the RTP.

Survey respondents indicated that they preferred materials in advance of presentations, as well as corresponding handouts to follow along with during the presentation. As a direct result of that input, SCAG posts RTP Powerpoint presentations on the website and lets the meeting coordinator know in advance so that, when possible, they can notify meeting members of its availability for viewing and downloading. RTP outreach presenters, when possible, also

distribute hard copies of the Powerpoint presentations for audience members to follow along.

In response to many comments received that stated a preference for the on-line survey opportunity to provide input, a RTP outreach survey has been created. RTP outreach presenters, when appropriate, will include a slide in their presentation that cites the online RTP survey and how it can be accessed on SCAG's web site. Survey respondents indicated that they wanted more time for discussion and debate of the issues. Acknowledging that it is a tremendous challenge to convey all the necessary information for an educated debate, SCAG staff is working to shorten outreach presentations to allow for more discussion amongst audience members. However, this must be weighed against a number of other comments received encouraging SCAG to play a larger role in bringing regional issues to the forefront of the public's mind, and suggesting that SCAG take more of an active role as an educator.

In response to concerns about how public comments that will be handled and whether they will have any impact on the RTP, staff will include all formal comments and SCAG's response in this report for the Final Draft of the RTP. In addition, staff will post comments received on the RTP on SCAG's web site during the public comment period.

SCAG's Public Participation Plan guides all of the RTP outreach activities and is attached to this report.

RTP Public Participation and Outreach Program

RTP outreach is seen as taking place in three different phases: Pre-Draft (February 2007 to December 2007), Post Draft (December 2007 to February 2008), and Post RTP adoption (March 2008 to July 2008). By using SCAG's Public Participation Plan the following techniques and strategies were developed for RTP outreach:

DEPARTMENTALLY INTEGRATED OUTREACH TEAM

While outreach activities have been ongoing since the adopted 2004 RTP, an important element to fostering and maintaining a fully-integrated agency outreach effort is to schedule and hold regular coordination meetings with the principal staff in all areas associated with each of the various outreach efforts. Bi-weekly and when needed, weekly meetings are held with staff in order to work together and coordinate SCAG outreach activities. This team involves staff from SCAG's Communications, Member Relations and Planning Divisions.

UPDATE EXISTING AND CREATE NEW PRESENTATION MATERIALS

SCAG staff works to provide clear, consistent and concise primary messages for media and public involvement and interaction using a variety of formats: powerpoints, fact sheets, surveys, brochures, maps, newsletters (eVision), and matrices of considered RTP policies and projects. Staff has been working to create materials that provide adequate information for debate and conversation on the issues being considered for the RTP.

UTILIZING WEBSITE

A 2008 RTP web page was created on SCAG's website. This page is updated to reflect current information on the RTP. During the Pre-Draft phase, the page has contained information on what is the RTP, what will be in it, as well as information on how to get involved in the process. The RTP webpage has all RTP powerpoints, and materials (agendas, powerpoints, minutes) used at all 7 Pre-Draft RTP workshops. SCAG staff work to keep the page up to date and with useful information and links. Once the RTP draft is released, key RTP communications (i.e., RTP Fact Sheet, and Executive Summary) will be translated into Spanish and posted online. SCAG staff works to ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act. The webpage also has direct links on how to request a RTP presentation, sign up for the RTP email list, take the RTP survey, and submit a comment on the

plan. The RTP page is part of SCAG's website, that has many different links and pages that aim to educate about SCAG and all SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide access to major SCAG publications including: Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the eVision newsletter, data and other planning-related information.

COORDINATE OUTREACH EFFORTS WITH OTHER STAKEHOLDER ORGANIZATIONS

Together with subregional partners and other stakeholder organizations, SCAG staff work to notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, website posting, email communications and other opportunities as appropriate. Staff work to ensure that the subregional organizations and transportation, air quality, environmental, and planning agencies participating in development of the RTP. Staff also outreaches to non-profit agencies, the general public, representative of the disabled, representatives of users of public transit, and non-motorized advocates as well as other interested parties. Staff maintains a "RTP Outreach" contact list. This list is used for monthly, and if needed more frequently email updates on the RTP. As of December 2007, this list has over 600 contacts on it. SCAG staff also is currently working with community organizations to collaborate on upcoming RTP evening workshops during the RTP public comment period.

CREATE AN OUTREACH SCHEDULE

SCAG staff contacts groups and agencies to schedule RTP presentations, as well as posts online and in emails, that any groups can request a RTP presentation. Mainly, staff work to get on other groups' agendas rather than creating meetings from scratch. These meetings are then posted on SCAG Outreach calendar online for others to be aware of, in case they would like to attend. Staff continually work to conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the re-

gion, and hold any public meetings at convenient and accessible locations and times.

CONDUCT PUBLIC WORKSHOPS RELATED TO THE RTP

During the Pre-Draft period, SCAG conducted seven RTP Workshops. They were held in Los Angeles, Orange, San Bernardino Counties, many of the workshops were also available via video conferencing from SCAG's Riverside office and also via teleconference. These workshops were noticed on the website, through emails, and event flyers distributed at various outreach opportunities. All related materials related to the workshops were posted online. The workshops relied on the use of matrices to discuss major policies and projects of the 2008 RTP, they are included in this report.

SCAG also conducted two joint RTP/PEIR workshops and one Environmental Justice workshop. During public comment period on the draft RTP, SCAG will conduct three public hearings in January 2007, in the counties of Los Angeles, Orange and Riverside. In addition to workshops, SCAG has conducted 167 outreach presentations in the pre-draft period from February 2007 through December 10, 2007. Pre-Draft RTP outreach was also targeted to all 17 Tribal Governments within the SCAG Region over a period from February 2007 to August 2007. To date, these presentations have been made to groups such as planners, chambers of commerce, council of governments, elected officials, County Transportation Commissions, City Councils, Tribal Governments, Interested groups and Organizations, Non-Motorized advisory committees and advocate, Technical Advisory Committees and Transportation Committees. In an effort to facilitate presentation and accessible information and staff response, a RTP hotline and email address exclusively for RTP inquiries at 213-236-1960 and RTPinfo@scag.ca.gov were established

In addition to these targeted outreach efforts, all regular and special meetings of the RTP, the Transportation and Communications Committee and the SCAG Regional Council are publicly noticed and opportunities for public comment are provided. There are currently eight Regional Plan Task Forces and Key Transportation Subcommittees: Aviation Task Force, Compass Part-

nership, Goods Movement Task Force, Maglev Task Force, Southwest Alliance, Transportation Finance Task Force, Transportation Conformity Working Group (TCWG) and the Four Corners Policy Committee.

Reach Out to Traditionally Underrepresented and/or Underserved Audiences

Member Relations staff and Subregional Coordinators work to identify underrepresented segments of the region. By coordinating with individuals, institutions and organizations staff work to reach out to members in the affected minorities and low income communities. SCAG provides assistance, if requested 14 days prior to the event, to people with disabilities, including individuals who are blind, have low-vision or are hearing impaired. As well as provide language assistance, if requested 14 days prior to the event, to Limited English Proficient Persons. Currently, SCAG is working to explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences, such as webcasting, video-conference wherever feasible and other web based functions.

CONSIDER AND INCORPORATE COMMENTS RECEIVED INTO THE DELIBERATIONS REGARDING PROPOSED PLANS AND PROGRAMS

SCAG reviews and considers all public comments submitted on the RTP. SCAG records, tracks and maintains a log of comments and SCAG's responses within the Communication Management Software System (CMS), SCAG's contact database system. SCAG works to respond to all comments received in a timely manner. SCAG will also be posting RTP comments online during the public comment period of the RTP. Comments are evaluated throughout the planning process and assessments whether and to what extent, modifications need to be made to the plan as a result of the comments received.

EVALUATE PUBLIC PARTICIPATION ACTIVITIES

SCAG's Public Participation Plan calls for the evaluation of public participation efforts at the end of the Pre-Draft Phase, so that necessary modifications

can be made for subsequent phases of the RTP in order to ensure efficacy. SCAG staff is currently evaluating strategies to enhance the outreach program and better serve the underrepresented segments of the region.

As a result of public comments received on SCAG's Public Participation Plan, Amendment No. 1 was developed, and it outlines the detailed strategies, procedures and techniques for public participation efforts related to the RTP. Amendment No. 1 was approved by the Regional Council on October 4, 2007, and is included in its entirety herein.

#	2004 RTP	FUNDING SOURCE	DESCRIPTION	EST. POTENTIAL REV-ENUES	ENERGY IMPACTS	PROS	CONS	PROJECTS IMPACTED	RECOMMENDATION
1	No	Congestion Pricing Strategy (e.g., regional VMT fee, regional HOT lane network, open-road tolling)	A region-wide pricing strategy used to address congestion and emissions starting in 2015	\$25 billion to \$50 billion assuming a half-cent to a one-cent VMT charge (2015-2035); for a driver who drives 10,000 miles/year, this would cost about \$50 to \$100 per year.	This policy reduces total vehicles on the road and subsequently reduces fuel consumption and greenhouse emission while simultaneously raising money for the area. The reduction in congestion can account for a 28% reduction in crashes (found in London Studies).	<ul style="list-style-type: none"> - Funding stays in the Region - With current advances in technology, could be relatively easy to implement - Can serve as an effective demand management tool and help with air quality conformity - Revenue collection is directly tied to use of the system 	<ul style="list-style-type: none"> - Politically challenging - Currently there is no legislative authority - There is no regional entity to administer/implement such a comprehensive program - Further study is needed 	<ul style="list-style-type: none"> - If Strategy 2 is not recommended for the financially constrained RTP, this Strategy 1 may serve as an alternative funding source for those projects listed under Strategy 2 	<p>Include in the Strategic Plan and continue further study.</p> <p>Requisite Milestone:</p> <ul style="list-style-type: none"> - Perform further study of congestion pricing as a future financing option although the Federal Government will most likely not accept it as an option at this point.
2	Yes	State and Federal Gas Excise Tax Increase	Additional ten cent per gallon gasoline tax imposed by the State and a ten cent per gallon gasoline tax imposed by the Federal government starting in 2011	\$16.9 billion (2012-2035)	A study at UC Davis reports that the short run elasticity of gas has dropped to -0.034 to -0.077 and is more inelastic. This implies that with a ten percent increase in the gas price, there is a less than one percent change in gas consumption. (Source: UC Davis. Evidence of a Shift in the Short-Run Price Elasticity of Gasoline Demand. http://repositories.cdlib.org/ucei/csem/CSEMWP-159)	<ul style="list-style-type: none"> - Historical precedence - Relatively easy to implement - Revenue distribution mechanism already in place - Revenue collection is closely tied to use of the system 	<ul style="list-style-type: none"> - Politically challenging - Requires periodic adjustments to keep up with inflation and fuel efficiency - Further increase in the use of alternative fuel vehicles hampers revenue potential - Concerns about not adequately receiving the region's fair share of revenues 	<ul style="list-style-type: none"> - Additional Operations and Maintenance for Highway system - Potentially all the major highway corridors requiring additional public funding: High Desert Corridor; CETAP Riv-Orange; 710 Tunnel; 710 South; I-5 HOV & Truck Climbing Lanes 	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - Conduct outreach with state and federal elected representatives - Initiate public education program - Draft legislation - Need Congressional or State Legislature approval
3	No	Index State and Federal Gas Tax	Index to inflation (3.8 percent annually)	\$20 billion (2012-2035)	See option #2	<ul style="list-style-type: none"> - Keeps pace with inflation - Relatively easy to implement - Revenue distribution mechanism already in place - Revenue collection is closely tied to use of the system 	<ul style="list-style-type: none"> - Politically challenging because periodic increases are not necessarily subject to further public discourse - Further increase in the use of alternative fuel vehicles hampers revenue potential - Concerns about not adequately receiving the region's fair share of revenues 	<ul style="list-style-type: none"> - Additional Operations and Maintenance for Highway system - Potentially all the major highway corridors requiring additional public funding: High Desert Corridor; CETAP Riv-Orange; 710 Tunnel; 710 South; I-5 HOV & Truck Climbing Lanes 	<p>Include in the Strategic Plan and continue further study.</p>
4	Yes	Highway Tolls	Tolls assumed for the 710 Tunnel, 710 South (truck lanes), CETAP Riv-Orange, High Desert Corridor	Only applicable to specific projects; revenue potential varies (e.g., for the 710 Truck lane prior studies have indicated that toll revenues could cover about 1/3rd of capital costs)	With a shift of about half the amount of travel from congested to uncongested times and places, fuel reductions could reach 10 percent. (Based on SCAG Energy Consultant Work)	<ul style="list-style-type: none"> - Generates additional source of revenue for transportation projects - With current advances in technology, could be relatively easy to implement - Can serve as an effective demand management tool and help with air quality conformity - Revenue collection is directly tied to use of the system - AB1467 authorizes the region to implement tolls/user-fees for goods movement projects 	<ul style="list-style-type: none"> - Politically challenging (perceptions of equity, privacy, and opposition from trucking industry, etc.) - Currently there is no legislative authority for non-goods movement related facilities 	<ul style="list-style-type: none"> - High Desert Corridor; CETAP Riv-Orange; 710 Tunnel; 710 South (truck lane) 	<p>Include in the Constrained Plan (specific project generated tolls).</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - Conduct outreach with state and federal elected representatives - Initiate public education program - Draft authorizing legislation for specific projects - Need legislative approval - Need traffic and revenue analyses - Comprehensive financial/business plan

#	2004 RTP	FUNDING SOURCE	DESCRIPTION	EST. POTENTIAL REV-ENUES	ENERGY IMPACTS	PROS	CONS	PROJECTS IMPACTED	RECOMMENDATION
5	Yes	Container Fees	Charge imposed on containerized cargo moving through the Ports/Region	Example: A \$50/TEU charge would generate apprx. \$45.6 billion (2012-2035)	Unknown	<ul style="list-style-type: none"> - Generates income consistent with growth of port traffic - 70 percent of containers are destined for markets outside of southern California--facilitates equitable cost allocation - Container fees should be directly tied to capacity expansion projects to facilitate the movement of goods - AB1467 authorizes the region to implement tolls/user-fees for goods movement projects - The Ports of LA and LB are negotiating container fees with shippers - Historical precedence--Alameda Corridor Container Fees 	<ul style="list-style-type: none"> - Politically challenging (opposition from shippers/business community) - Potential diversion of container cargo to other ports (e.g., Panama Canal Expansion) for fees over \$200/container 	<ul style="list-style-type: none"> - 710 South (Truck lanes) and Rail Capacity, Grade Separations, and Clean Technology Package 	<p>Include in the Constrained Plan (no more than \$200/container per SCAG's Port & Modal Elasticity Study).</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - (Route 1) Conduct outreach with state elected representatives to pursue legislative approval route - (Route 2) Can continue to work with the Ports to facilitate a negotiated fee structure for a system of regional goods movement projects - Need traffic and revenue analyses - Comprehensive financial/business plan
6	Yes	Local Option Sales Tax Extension for Imperial County	Half-cent sales tax on retail sales in Imperial County--dedicated to transportation purposes. Current sales tax expires in 2010.	\$816 million (2011-2035)	Unknown	<ul style="list-style-type: none"> - Historical precedence - Relatively easy to implement - Revenue distribution mechanism already in place - Dedicated to transportation - Stays in county of revenue generation 	<ul style="list-style-type: none"> - No direct relationship with use of transportation system - Tax is regressive - Needs 2/3rds voter approval - Politically challenging 	<ul style="list-style-type: none"> - Example of projects in Imperial potentially impacted: SR111 freeway and Jasper Rd expressway 	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - Work with Imperial County - Initiate public education program/marketing - Local consensus - Surveys - Expenditure plan - Ballot measure by Imperial County
7	No	Local Option Sales Tax Imposition for Ventura County	Half-cent sales tax on retail sales in Ventura County.	\$6.2 billion (2011-2035)	Unknown	<ul style="list-style-type: none"> - Relatively easy to implement - Revenue distribution mechanism already in place - Dedicated to transportation - Stays in county of revenue generation 	<ul style="list-style-type: none"> - No direct relationship with use of transportation system - Tax is regressive - Needs 2/3rds voter approval - Politically challenging - Recent effort was not successful 	<p>Additional efforts to widen the 101 may be impacted</p>	<p>Include in the Strategic Plan and continue to work with Ventura County.</p>
8	No	Value Capture Strategies	Includes Mello Roos Community District Financing, Benefit Assessment Districts, Joint Development Funds from private sector, real estate sales of Caltrans owned property	Revenue potential can vary; can generate roughly 10% of total capital cost; real estate sales for Caltrans owned property estimated to generate apprx. \$400 million to partially offset public contribution needs for the 710 Tunnel	Unknown	<ul style="list-style-type: none"> - Valuable gap funding strategy - Captures the incremental value generated by transportation investments--can be consistent with the Region's transit oriented development goals - Capitalizes on already owned public right-of-way (real estate sales) 	<ul style="list-style-type: none"> - Revenue generating potential is not significant in comparison to cost of the Region's infrastructure needs - Local jurisdiction approval process can be challenging (property owner approval needed)--subject to Prop 218 (supermajority) 	<ul style="list-style-type: none"> - 710 Tunnel (real estate sales); also transit improvements (e.g., Gold Line Extension) 	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - Need Caltrans' commitment to utilize proceeds from real estate sales for 710 Tunnel (\$400M) - Public outreach with local jurisdictions for Mello Roos and Assessment District financing

#	2004 RTP	FUNDING SOURCE	DESCRIPTION	EST. POTENTIAL REV- ENUES	ENERGY IMPACTS	PROS	CONS	PROJECTS IMPACTED	RECOMMENDATION
9	Yes	Private Equity Participa- tion (PPP)	Public-Private Partnership arrangement whereby a private entity designs, finances, builds, operates and maintains a transportation facility under a lease arrangement for a fixed period of time; project(s) must generate sufficient revenues to be economically viable (user-fees, tolls, etc.). Public sector would forgo revenue from these user-fees in exchange for private development.	Not technically a revenue source; it's an innovative project delivery mechanism that can accelerate projects. Only applicable to specific projects with creditworthy revenue streams.	Unknown	<ul style="list-style-type: none"> - Can accelerate project implementation - Taps into private sector to fill funding gaps - The private sector can bring expertise and efficiencies - AB1467 authorizes the region to work with private entities for goods movement projects - Facilitates risk sharing amongst private and public stakeholders - There could be revenue sharing for any surplus cash-flows (negotiable with private entity) 	<ul style="list-style-type: none"> - The public sector still needs to make significant financial commitment with predevelopment costs - Lengthy environmental review processes, etc. increases risk for the private sector - PPP arrangements are still fairly new in this country--requires better understanding by public entities to ensure protection of public interest 	<ul style="list-style-type: none"> -High Desert Corridor; CETAP Riv-Orange; 710 Tunnel; 710 South (truck lanes) 	<p>Include in the Constrained Plan for new projects, not selling of public assets.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - Need detailed traffic and revenue analyses for specified projects - Comprehensive financial/business plans - Draft authorizing legislation for specific projects (non-GM projects) - Need legislative approval - Establish JPA or regional entity as appropriate to facilitate negotiations with private entity

RTP WORKSHOP: WRAP-UP

GOODS MOVEMENT

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMITMENTS	ENERGY IMPACTS	PROS	CONS	RECOMMENDATION
1	Freight Rail	Yes	Rail Expansion + Grade Separations	\$9 billion	\$800 million committed locally to grade separations	Energy demand may be reduced if Metrolink ridership is increased. Goods movement demand could be overstated given the energy supply uncertainty.	<ul style="list-style-type: none"> - Expansion is needed for efficiency, expected growth, and Metrolink - Projects are consistent with county commission submittals and the Multi-County Goods Movement Action Plan - Almost \$800 million have been committed locally to these projects - Improves public safety 	<ul style="list-style-type: none"> - Inadequate funding commitment 	<p>Include clean technology strategies as package with grade separations and rail expansion in the Constrained Plan.</p> <p>Requisite Milestones: Work to secure funding sources:</p> <ul style="list-style-type: none"> - state bond revenues - container fees - railroad fees - additional local commitment - federal funds for clean technology - private activity bonds
		No	Clean technology for existing and future services	\$2.8 billion	\$0 committed at this time for clean technology components (\$800 million committed locally to grade separations)	The energy impacts are dependent on how the energy is generated. California currently imports about 31 percent of its annual electricity supply from out-of-state generating units, and about 75 percent of this power (4,744 MW) comes from coal. The majority of in-state electricity generation (46%) comes from natural gas. (Source: California Energy Commission, Gross System Power 2006. Retrieved on October 22, 2007 from http://energy.ca.gov/electricity/gross_system_power.html)	<ul style="list-style-type: none"> - Helps meet air quality attainment goals - Improves public health 	<ul style="list-style-type: none"> - Inadequate funding commitment - Technology/construction risks 	
2	Truck Lanes	Yes	2 Lanes in Each Direction: I-710 between the San Pedro Ports and SR-60 (this portion also includes mixed-flow improvements); SR-60 between I-710 and I-15; I-15 from SR-60 to Barstow	\$44 billion	\$30 million committed for I-710 EIR/EIS (could be in jeopardy if we do not include in Constrained Plan) (\$20 million expended in previous planning studies)	The demand for additional vehicle capacity may be overstated given the energy supply and cost uncertainty.	<ul style="list-style-type: none"> - Accommodates and provides improved mobility to trucks (close to free flow) - Relieves congestion on general purpose lanes (equivalent to adding more than one free flow lane at less than 40% of the cost) - Expected emission reduction due to congestion relief - Improves public safety 	<ul style="list-style-type: none"> - Inadequate funding commitment - Public opposition - Environmental challenges - Right-of-way challenges 	<p>Include I-710 portion in the Constrained Plan. Include SR-60 and I-15 portions in the Strategic Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - local funding commitment (via LACMTA's planning documents or board resolutions) - comprehensive business plan with documentation on tolls and other funding sources
3	Alternative Technology Conveyance for Freight Only Component	No	Fully elevated system over public transportation corridors linking the San Pedro Ports with potential inland port facilities	\$18 billion	\$0 commitment at this time	As with option #1, the energy impacts are dependent on how the energy is generated. Of the electricity consumed in the SCAG region in 2006, approximately 15 percent was generated from eligible renewables. (Source: California Energy Commission, 2005 Gross System Electricity Production. Retrieved on February 7, 2007 from http://www.energy.ca.gov/electricity/gross_system_power.html)	<ul style="list-style-type: none"> - Advanced technology holds promise for high-capacity, fast, efficient, and environmentally friendly transport of goods - Improves public health 	<ul style="list-style-type: none"> - Inadequate funding commitment - Location of inland port facilities need to be identified - Port infrastructure requirements/cost needed to keep up with HSRT system - Untested technologies - Little interest from shippers and ports - Operation & Maintenance data is sparse 	<p>Include in the Constrained Plan (per discussion at Workshop on passenger HSRT).</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - local funding commitment - comprehensive business plan with documentation on user fees and other funding sources - institutional authority with implementation ability - supporting documentation of private sector interest

RTP WORKSHOP: WRAP-UP

GOODS MOVEMENT

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMITMENTS	ENERGY IMPACTS	PROS	CONS	RECOMMENDATION
4	Inland Port	Yes (policy discussion)	Inland port facility located in Palmdale and San Bernardino County to facilitate the HSRT container movement system	TBD	\$0 commitment at this time	If this option encourages efficient land use patterns and reduces VMT, operational energy demand could be reduced. However, increasing the throughput at the port facilities may be unlikely given the energy supply uncertainties.	<ul style="list-style-type: none"> - Freight traffic congestion relief through a reduction in regional Vehicle Miles Traveled (VMT) - Reduction in net emissions, particularly diesel particulate matter - Encouragement of efficient patterns of land use and industrial development - Increase in the capacity/throughput of port facilities 	<ul style="list-style-type: none"> - Inadequate funding commitment - Substantial ongoing operating subsidies - Locating feasible, available sites for a facility - Community concerns 	<p>Include in the Constrained Plan (consistent with recommendation for Alternative Technology Conveyance for Freight Only Component).</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - private commitment - implementation of Alternative Technology Conveyance for Freight Only Component - availability of site locations

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMITMENTS	ENERGY IMPACTS	PROS	CONS	RECOMMENDATION
1	Operations and System Preservation	Yes - Partial	Routine maintenance and early infrastructure repairs. Operational improvements (small physical improvements and technology deployments).	\$66 billion (through 2035)	\$40 billion commitment (\$26 billion unfunded)	This option would generally result in lower energy usage. However, with the continuing escalation of global fuel prices, many transportation projects are beginning to experience unprecedented construction cost increases. (Source: FHWA, http://www.fhwa.dot.gov/programadmin/contracts/price.cfm)	<ul style="list-style-type: none"> - Maintains or increases mobility - Maintains or increases safety - Maintains or increases efficiency - Improves public safety - Early minor repairs prevent expensive major repairs in the future - Lower cost for maintenance - More cost-effective than capacity expansion projects 	<ul style="list-style-type: none"> - Inadequate funding commitment - Less money is available for expensive capacity expansion projects - Politically unpopular (low-profile) 	<p>Increase level of funding in the Core RTP by up to 40% (\$10 billion) above current commitments, recognizing capital investment tradeoffs.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - increase in state gas tax and potential bond funding
2	I-710 tunnel	Yes - not as tunnel & not tolled	Gap closure from I-10 to I-210	\$11.8 billion	Technical study completed	This option would result in energy usage from construction and operation. Passenger cars use 581 gallons of gasoline per year per car and light trucks use 813 gallons of gasoline per year per vehicle. (Source: U.S. EPA, Office of Transportation and Air Quality, Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks. April 2000, EPA420-F-00-013)	<ul style="list-style-type: none"> - Increases capacity (one of the best performing capacity projects) - Relieves congestion - Fills in critical gap in the regional network - Tunnel is more environmentally sensitive option - Addresses community concerns - Private investment community has expressed interest in this project (prime candidate for PPP financing) 	<ul style="list-style-type: none"> - Inadequate funding commitment - Expensive investment alternative - Longstanding community opposition - Geological/seismic risks - Safety risks 	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - local funding commitment (via MTA's planning documents or board resolutions) - financial/business plan with adequate analysis of tolls and other funding sources - supporting documentation of private sector interest
3	High Desert Corridor	No	New freeway/tollway connecting LA County and SB County	\$13.7 billion	Over \$70 million committed from SANBAG for portion east of US-395; \$0 commitment from Metro	Regulating volume speed could be maintained at a more consistent rate thereby potentially reducing fuel use. In addition, removing vehicles from regular lanes to underutilized HOV lanes can improve flow and fuel efficiency in regular lanes. However, this could facilitate automobile dependent development, increasing overall VMT and energy consumption. Furthermore, the travel demand could be overstated given the energy supply uncertainty.	<ul style="list-style-type: none"> - Increases capacity - Relieves congestion - Provides east-west connection between high-growth areas - Allows through-traffic, including goods movement, to bypass congested urban core 	<ul style="list-style-type: none"> - Inadequate funding commitment - Environmental concerns 	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - local funding commitment (via MTA's planning documents or board resolutions) - financial/business plan with adequate analysis of tolls and other funding sources
4	CETAP Riverside County-Orange County Corridor	Yes	A) New facility on or parallel to SR-91 alignment, plus B) New facility connecting Riverside County and Orange County	\$22.5 billion	Planning study completed \$15.8 million federal earmark obligated for technical feasibility work	As with #3, this option could facilitate automobile dependent development, increasing overall VMT and energy consumption. Furthermore, the travel demand may be overstated given the energy supply uncertainty.	<ul style="list-style-type: none"> - Relieves SR-91 congestion - Provides additional intercounty connection between Riverside County and Orange County 	<ul style="list-style-type: none"> - Inadequate funding commitment - Environmental concerns - Right-of-way issues - Requires further study & consensus building 	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - local funding commitment from RCTC for Corridor A
5	I-5 HOV and Truck Lanes	No	HOV and truck climbing lanes on I-5 in Santa Clarita	\$2 billion	\$10 million planning funds for Draft EIR/EIS (includes \$1.5 million SAFETEA-LU earmark)	To the extent the vehicles have higher occupancy and are less congested, HOV lanes carry more people per unit of fuel use. Goods movement demand could be overstated given the energy supply uncertainty.	<ul style="list-style-type: none"> - Increases capacity - Relieves I-5 congestion - Improves public safety - Expands HOV network - Facilitates movement of trucks on major truck corridor 	<ul style="list-style-type: none"> - Inadequate funding commitment - Potential environmental/right-of-way issues 	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - local funding commitment (via MTA's planning documents or board resolutions)

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMITMENTS	ENERGY IMPACTS	PROS	CONS	RECOMMENDATION
6	US-101 Corridor	Yes	2 HOT lanes in each direction from Ventura County Line to SR-134/SR-170	\$11.4 billion	Planning study completed	By regulating volume, speed is maintained at a more consistent rate thereby reducing fuel use. In addition, removing vehicles from regular lanes to underutilized HOV lanes can improve flow and fuel efficiency in regular lanes.	<ul style="list-style-type: none"> - Increases capacity - Relieves congestion, improves mobility - Addresses intercounty commute 	<ul style="list-style-type: none"> - Inadequate funding commitment - Right-of-way constraints - Major community opposition - Requires further study & consensus building 	Include in the Strategic Plan and continue further study.

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMITMENTS	ENERGY IMPACTS	PROS	CONS	RECOMMENDATION
A	Transit Reliability and Performance	No	Use technology to monitor, report and improve on-time performance through operational improvements, rapid bus technologies, and better scheduling of services.	Limited costs incorporated through O & M funds committed. Total Potential Cost Undetermined.	Some commitments in the existing O & M commitments, but not all resources identified.	This option would reduce fuel consumption. Increases in public transit ridership can proportionately reduce VMT, congestion, fuel consumption and improve air quality.	<ul style="list-style-type: none"> - Improves customer satisfaction - Improves reliability of trips (number one issue of concern to transit riders) - Increases efficiency - Improves system productivity - Reduces dependence on highway system - Supports TOD investments 	<ul style="list-style-type: none"> - Uncertain funding for O & M 	<p>Develop a policy to encourage the use of new technologies to monitor, enhance, and report transit system reliability and performance.</p> <p>Seek funding in next OWP (FY08-09).</p>
B	Transit Service Levels	No	Increase transit service levels to accommodate regional growth in demand, and to foster increased use.	Total Potential Cost Undetermined	Some commitments in the existing O & M commitments, but not all resources identified.	This option would reduce fuel consumption. A recent study found that current public transit use reduces U.S. gasoline consumption by 1.4 billion gallons each year. (Source: Public Transportation and Petroleum Savings in the U.S.: Reducing Dependence on Oil," by ICF International, January 2007.)	<ul style="list-style-type: none"> - Can encourage increased use of transit - Greater use of transit for business, social, cultural, and tourism travel - Improves access by transit through reduced travel and wait times 	<ul style="list-style-type: none"> - Uncertain funding for O & M 	<p>Regional and local operator transit service policies should be assessed to determine how to optimize service levels to achieve maximum potential use of our transit investments.</p> <p>Seek funding in next OWP (FY08-09).</p>
C	Fare policies, Fare media, Subsidies to Transit	No	Adjust transit fares to maximize transit usage, including fare free concepts. Utilize new automated fare media to allow for ease of transit use. Increase subsidy levels to maximize transit ridership.	Total Potential Cost Undetermined	Some commitments in the existing O & M commitments, but not all resources identified.	Increases in public transit ridership can proportionately reduce fuel consumption, VMT, congestion, and improve air quality.	<ul style="list-style-type: none"> - Greater use of transit - Can reduce long term costs for highway operations and infrastructure, reducing total costs to the region 	<ul style="list-style-type: none"> - Uncertain funding for O & M 	<p>A fare policy should be analyzed to assess the proper level of fares and subsidies to maximize transit use in the Region.</p> <p>Seek funding in next OWP (FY08-09).</p>
D	Increase Transit Connectivity	No	Restructure transit services, as needed, to more effectively connect different urban centers and activities. Enhance connectivity and ease of transfer between transit modes.	Total Potential Cost Undetermined	Some commitments in the existing O & M commitments, but not all resources identified.	Fostering more residential and mixed use developments near transit hubs will increase public transit ridership and reduce VMT, emissions, and fuel consumption.	<ul style="list-style-type: none"> - Increases connections to urban centers and TOD (supports the Regional Growth Strategy) - Increases connections to activity centers, including retail, cultural, social, and recreational activities - Improved intermodal connections allows for greater use of different modes for different trip needs 	<ul style="list-style-type: none"> - Uncertain funding for O & M 	<p>Regional and local operator transit service policies should be assessed to determine how to optimize connectivity to regional centers, and facilitate intermodal transit service to achieve maximum potential use of our transit investments.</p> <p>Seek funding in next OWP (FY08-09).</p>
1	Expo Phase II	Yes	Extension of Expo light rail from Culver City to Santa Monica	\$1.1 billion	\$256 million programmed	It is estimated that households in Transit-Oriented Developments drive 45 percent less than residents of automobile-dependent neighborhoods. (Source: Transit Oriented Development: Using Public Transit to Create More Accessible and Livable Neighborhoods" Victoria Transport Policy Institute, TDM Encyclopedia, May 2007. http://www.vtpi.org/tdm/tdm45.htm)	<ul style="list-style-type: none"> - High performing corridor in past RTP's (highest transit demand) - Strong local commitments to TOD - Limited opportunities for expansion of highway/freeway capacity 	<ul style="list-style-type: none"> - Uncertainty over route - Uncertainty over costs 	<p>Include in the Constrained Plan.</p>

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMITMENTS	ENERGY IMPACTS	PROS	CONS	RECOMMENDATION
2	Crenshaw Corridor	Yes	Transit Corridor-Technology/ Mode Undetermined	\$1 billion	\$18 million programmed	Potential indirect energy demand for air travel with expanded access to LAX.	<ul style="list-style-type: none"> - In past RTP's, serves high transit use area - Potential for a branch to Expo - Limited opportunities for expansion of highway/freeway capacity - Potential access to LAX area 	<ul style="list-style-type: none"> - Uncertain funding commitments - Uncertainty over route - Uncertainty over costs - Uncertainty over mode choice - Limited ROW 	Include in the Constrained Plan.
3	Regional Connector	Yes	LRT Connection between Gold Line and Expo/Long Beach Lines through LA CBD	\$2.5 billion	\$0 committed at this time	In general, greater connectivity would increase transit ridership, thereby reducing fuel consumption from personal vehicles.	Connection of all Light Rail into a continuous system would allow all systems to interconnect for continuous trips: <ul style="list-style-type: none"> - Reducing transfers - Increases ridership 	<ul style="list-style-type: none"> - Uncertain funding commitments - Limited ROW - Potential for costly subway construction 	Include in the Constrained Plan.
4	Orange Line BRT Extension	Yes	Orange Line BRT Extension from Canoga to Chatsworth	\$226 million	\$118 million programmed for Phase 1 through 4	As with #4, could increase ridership and decrease fuel demand from personal vehicles.	<ul style="list-style-type: none"> - Low cost BRT extension - Increased use of current Orange Line investment - Connecting services to Metrolink services at Chatsworth 	<ul style="list-style-type: none"> - Serves an area with low current transit ridership. 	Include in the Constrained Plan.
5	Green Line LRT Extension	Yes	LRT connection into LAX complex by extending the existing Green Line	\$402 million	\$0 committed at this time- Possible Airport related financing options	As with #2, potential indirect energy impact from expanded access to LAX.	<ul style="list-style-type: none"> - Improves system connectivity - Improves ground access to LAX - Improved effectiveness of existing Green Line performance 	<ul style="list-style-type: none"> - Uncertain funding commitments - Undetermined access to LAX - Available track capacity - Issues with freight railroads 	Include in the Constrained Plan.
6	Gold Line Extension	Yes	Phase 1: Phased Extension SMV to Azusa II Phase 2: Azusa II to Montclair Phase 3: Montclair to Ontario Airport-newly proposed and still in feasibility study	Phase 1: \$511 million Phase 2: \$1.5 billion Phase 3: TBD	SCAG includes Phase I to Azusa II as a Baseline Project due to project readiness criteria; LACMTA is unsure on funding O & M. Phase I to Azusa II is not in the MTA proposed list of Baseline projects--SANBAG has committed funding for Phase II Azusa II to Montclair. \$36 million - Phase 1 programming	TODs can save an average of 512 gallons of fuel and \$1,400 in fuel expenses annually.	<ul style="list-style-type: none"> - Cities in corridor have strong commitments to TOD - Environmental completed pending ROD for Phase One to Azusa II - Relatively low cost per mile on existing ROW 	<ul style="list-style-type: none"> - Inadequate funding commitment (LACMTA has thus far not committed to operation of Phase I to Azusa II; LACMTA funding has not been identified for the extension to Montclair) 	Include Phases 1 & 2 in the Constrained Plan. Include Phase 3 in the Strategic Plan. Seek additional State and Federal funds.
7	Purple Line Extension	Yes (to Fair-fax)	Phase 1: Phased Extension Western to La Cienega Phase 2: La Cienega to Century City Phase 3: Century City to UCLA and beyond	Phase 1: \$3.3 billion Phase 2: TBD Phase 3: TBD	No commitments from LACMTA, at this time.	As with #6, would decrease fuel usage from personal automobiles.	<ul style="list-style-type: none"> - High performing corridor in past RTP's (highest transit demand) - Strong local commitments to TOD - Limited opportunities for expansion of highway/freeway capacity 	<ul style="list-style-type: none"> - Very limited surface ROW (subway) - High construction costs (subway) 	Include Phase 1 in the Constrained Plan. Include Phases 2 & 3 in the Strategic Plan. Seek additional State and Federal funds.
8	Metrolink Strategic Plan	No	Strategic investments in additional track capacity, signaling, station capacity, cars, locomotives, support facilities, and new service levels to maximize ridership potential	\$10 billion	No commitments from CTC at this time.	If support for TODs is strong, this option could reduce fuel consumption by reducing personal vehicle usage.	<ul style="list-style-type: none"> - Maximizes and leverages the current investment in the regional commuter rail system - Supports TOD commitments near stations - Reduces future highway operating and infrastructure demands 	<ul style="list-style-type: none"> - Limited available funding for transit capital and operations 	Include the Metrolink Strategic Plan in the RTP Strategic Plan. Pursue funding commitments to include these components in the core RTP.

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMITMENTS	ENERGY IMPACTS	PROS	CONS	RECOMMENDATION
9	Temecula Extension Metrolink	No	Extend Metrolink from South Perris to Temecula	\$642 million	RCTC commitment to this project by 2025	If ridership can be increased, this option could reduce energy impacts.	Extension of Perris Line: - Good Commuter Rail Performance - Local commitments to 2% strategy	- Serves an area with low current transit ridership.	Include in the Constrained Plan. Seek additional State and Federal funds.
10	San Jacinto Extension Metrolink	No	Extend Metrolink from South Perris to San Jacinto	\$227 million	RCTC commitment to this project by 2025	As with #9, if ridership can be increased, this option could reduce energy impacts.	Extension of Perris Line: - Uses existing ROW - Good Commuter Rail Performance - Local commitments to 2% strategy	- Serves an area with low current transit ridership.	Include in the Constrained Plan. Seek additional State and Federal funds.
###	LOSSAN Strategic Plan	No	Systemic Capacity and Service improvements on the LOSSAN Rail Intercity Rail Corridor	\$7-9 billion	Limited commitments.	Depending on support and energy generation, this option could reduce energy impacts.	- Expands Intercity and Commuter Capacity in the LOSSAN - Relieves congestion in the I-5 and 101 Corridors, improves utilization of existing investments - Potential for future inter-regional funding or Amtrak reauthorization	- Uncertain funding commitments	Include committed portions in the Constrained Plan. Include uncommitted portions in the Strategic Plan. Seek additional State and Federal funds.
###	Orangeline (Orangeline Development Authority)	Yes	108-mile grade-separated, elevated Maglev down the Pacific Electric ROW through central Orange County to L.A. Union Station out to Santa Clarita and Palmdale. The Orangeline Development Authority (OLDA) is a JPA made up of cities from L.A. and Orange Counties. The financial plan calls for private funding for most capital costs.	\$42.5 billion	- \$250,000 planning grant from the federal government - \$1 million in-kind commitment from private sector group led by Arcadis - Dues from 14 member cities of the JPA - No other financial commitment from the private sector at this time	As with #11, depending on support and energy generation, this option could reduce energy impacts.	- Environmentally friendly - Helps regional economy - Increases transit ridership - Relieves overcrowding at LAX and shifts air passengers to Ontario, Palmdale, San Bernardino and March airports - Improves public health - Will provide construction jobs - Provides intermodal connections with other systems (e.g., Metrolink, CHSRA)	- Inadequate funding commitment - Untested technologies - Operation & Maintenance data is sparse - Technology may not be compatible with CHSRA - Capital costs need more vetting - Corridor not well-suited for high-speed Maglev technology. There are 14 stops in a 33-mile segment in the P.E. ROW which greatly reduces the capability of high-speed Maglev - LACMTA and OCTA own the P.E. ROW and have not shown any indication of giving the ROW to the Orangeline Development Authority - Minimal support from Orange County cities and no commitment from OCTA	Include in the Strategic Plan. Conduct Alternatives Analysis as to appropriate mode and technology options.

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1	Initial Operating Segment (IOS)	yes	Fully grade-separated, elevated High-Speed Regional Transport (HSRT) system that operates primarily within freeway corridors. The 63-mile adopted IOS is from West L.A./LAX to L.A. Union Station to West Covina to Ontario Airport.	\$19 billion for passenger service only (Assumes small amount of public ROW and small amount of land purchases in constrained areas. Land purchases for stations not included).	\$0 commitment at this time	The energy impacts would generally be lower due to an increased transit ridership.	<ul style="list-style-type: none"> -Environmentally friendly -Helps regional economy -Increases transit ridership -Relieves overcrowding at LAX and shifts air passengers to Ontario -Improves public health -Will provide construction jobs -Provides intermodal connections with other systems (e.g., Metrolink, CHSRA) 	<ul style="list-style-type: none"> -Inadequate funding commitment -Untested technologies -Operation & Maintenance data is sparse -West L.A. station site not selected. Land availability is questionable. -Technology may not be compatible with CHSRA -Community issues with HSRT coming to LAX 	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> -Need to identify source of public subsidy for environmental work -Form JPA for the IOS -Form public-private partnership -Secure funding -Technology selection
2	IOS Extension from Ontario to San Bernardino	yes	18-mile extension connecting Ontario to San Bernardino.	\$3.5 billion (Assumes small amount of public ROW and small amount of land purchases in constrained areas. Land purchases for stations not included).	\$0 commitment at this time	As with option #1, the energy impacts would generally be lower due to an increased transit ridership.	<ul style="list-style-type: none"> -Environmentally friendly -Helps regional economy -Increases transit ridership -Relieves overcrowding at LAX and shifts air passengers to Ontario -Improves public health -Will provide construction jobs -Provides intermodal connections with other systems (e.g., Metrolink, CHSRA) -San Bernardino supportive of HSRT 	<ul style="list-style-type: none"> -Inadequate funding commitment -Untested technologies -Operation & Maintenance data is sparse -West L.A. station site not selected. Land availability is questionable. -Technology may not be compatible with CHSRA -Community issues with HSRT coming to LAX 	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> -Need to identify source of public subsidy for environmental work -Form JPA for the IOS -Form public-private partnership -Secure funding -Conduct Preliminary Engineering (P.E.) for IOS extension to San Bernardino -Technology selection
3	Anaheim-Ontario	Represented on the Maglev map in the 2004 RTP for further study but not in the 2004 RTP Constrained Plan	The Anaheim to Ontario segment is 32-miles and takes approximately 18 minutes. This link would connect commuters from Riverside County to job centers in Orange County and shift air passengers from JWA to Ontario Airport.	\$6.7 billion (Assumes public ROW and no land purchases).	\$0 commitment at this time for the Anaheim to Ontario portion. \$45 million allotted for the Nevada segment (Las Vegas to Primm) under T3 federal legislation. Attempt by CNSSTC, OCTA and Anaheim to reconcile the federal funding to allow some of the \$45 million to be spent on planning and environmental work in the Anaheim to Ontario segment. OCTA is also in negotiations with CHSRA to fund a feasibility study in the Anaheim to Ontario corridor if funding is available.	As with option #1, the energy impacts would generally be lower due to an increased transit ridership.	<ul style="list-style-type: none"> -Environmentally friendly -Helps regional economy -Increases transit ridership -Relieves overcrowding at JWA and LAX and shifts air passengers to Ontario Airport -Clears out the heavily congested SR-91 or SR-57 corridor during peak commute times -Will provide construction jobs -Provides intermodal connections with other systems (e.g., Metrolink, CHSRA) -Will serve the planned Anaheim Regional Transportation Intermodal Center (ARTIC) 	<ul style="list-style-type: none"> -Inadequate funding commitment -Relying on federal funding to cover capital costs is unlikely -Untested technologies -Technology may not be compatible with CHSRA -Capital costs need to be revisited and refined -Route to Inland Empire not yet selected -Significant environmental issues (i.e., the Prado Dam, species habitat) in the corridor 	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> -Need to identify source of public subsidy for environmental work -Secure funding -Form public-private partnerships -Feasibility and planning studies needed -Form partnerships with OCTA and/or CNSSTC -Select route to Inland Empire (SR-91 or SR-57) -Conduct a feasibility study that examines possible intermediate stops

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4	Spur from the IOS mainline to the San Pedro Bay Ports	no	The 18-mile freight-only spur connects the San Pedro Bay Ports to the IOS at Hobart Yard, which is a few miles east of Union Station. From Hobart Yard to San Bernardino, the IOS ROW will serve both passenger and freight traffic.	\$18 billion (Assumes small amount of public ROW and small amount of land purchases in constrained areas. Does not include: Land purchases for stations, port automation costs, purchase of land and construction costs at the San Pedro Ports and selected Inland Port facilities)	\$0 commitment at this time	As with option #1, the energy impacts would generally be lower due to an increased transit ridership. Additional impacts are dependent on energy generation. California imports about 31 percent of its annual electricity supply from out-of-state generating units, and about 75 percent of this power (4,744 MW) comes from coal. California imports about 31 percent of its annual electricity supply from out-of-state generating units, and about 75 percent of this power (4,744 MW) comes from coal. (Source: California Energy Commission, Gross System Power 2006. Retrieved on October 22, 2007 from http://energy.ca.gov/electricity/gross_system_power.html)	-Relieves port congestion -Environmentally friendly -Helps regional economy -Improves public health -Will provide construction jobs	-Inadequate funding commitment -Location of inland port facilities need to be identified -Port infrastructure requirements/costs need to keep up with HSRT system -Untested technologies -Little interest from shippers and ports -Operation & Maintenance data is sparse	Include in the Constrained Plan. Requisite Milestones: -Need to identify source of public subsidy for environmental work -Secure funding -Form public-private partnerships -More in-depth engineering and design work -Form partnerships with stakeholders
5	Long-term HSRT (post 2035) system	yes	The following routes will be further studied: LAX-South (Orange County down Interstate 405), LAX-Palmdale, Irvine to San Bernardino, San Bernardino to Victorville, Victorville to Palmdale, and March Airport to San Diego. Feasibility studies have been completed for the LAX-South and the LAX-Palmdale routes, but more in-depth analysis is needed.	TBD	\$0 commitment at this time	As with option #1, the energy impacts would generally be lower due to an increased transit ridership. Additional impacts are dependent on energy generation. One freight train can remove 120 Heavy Goods Vehicle journeys from our roads. Rail is significantly more energy efficient than other modes with the exception of shipping. Per ton carried, road transport will require between 4 to 7 times more energy than rail. With less trucks on the road there is less congestion and additional emissions from idle cars and idle trucks. (Source: Freight Transportation Summary http://ops.fhwa.dot.gov/freight/freight_analysis/state_info/california/ca2.pdf)	-Environmentally friendly -Helps regional economy -Increases transit ridership -Relieves overcrowding at LAX and shifts air passengers to Ontario, Palmdale, San Bernardino and March airports -Improves public health -Will provide construction jobs -Provides intermodal connections with other systems (e.g., Metrolink, CHSRA)	-Inadequate funding commitment -Untested technologies -Operation & Maintenance data is sparse -Technology may not be compatible with CHSRA -Capital costs unclear -Little or no study has been done on these corridors	Include in the Strategic Plan. Requisite Milestones: -Secure funding -Form public-private partnerships -Feasibility and planning studies needed -Form partnerships with stakeholders

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6	Orangeline (Orangeline Development Authority)	yes	108-mile grade-separated, elevated Maglev down the Pacific Electric ROW through central Orange County to L.A. Union Station out to Santa Clarita and Palmdale. The Orangeline Development Authority (OLDA) is a JPA made up of cities from L.A. and Orange Counties. The financial plan calls for private funding for most capital costs.	\$42.5 billion	- \$250,000 planning grant from the federal government - \$1 million in-kind commitment from private sector group led by Arcadis - Dues from 14 member cities of the JPA - No other financial commitment from the private sector at this time	As with option #1, the energy impacts would generally be lower due to an increased transit ridership. Additional impacts are dependent on energy generation.	- Environmentally friendly - Helps regional economy - Increases transit ridership - Relieves overcrowding at LAX and shifts air passengers to Ontario, Palmdale, San Bernardino and March airports - Improves public health - Will provide construction jobs - Provides intermodal connections with other systems (e.g., Metrolink, CHSRA)	- Inadequate funding commitment - Untested technologies - Operation & Maintenance data is sparse - Technology may not be compatible with CHSRA - Capital costs need more vetting - Corridor not well-suited for high-speed Maglev technology. There are 14 stops in a 33-mile segment in the P.E. ROW which greatly reduces the capability of high-speed Maglev - LACMTA and OCTA own the P.E. ROW and have not shown any indication of giving the ROW to the Orangeline Development Authority - Minimal support from Orange County cities and no commitment from OCTA	Remove from HSRT matrix and include in Transit matrix.
7	Ontario Airport to California/Nevada stateline Maglev (California-Nevada SuperSpeed Train Commission)	Represented on the Maglev map in the 2004 RTP for further study but not in the 2004 RTP Constrained Plan	As a portion of the 269-mile grade-separated Maglev system from Anaheim to Las Vegas, Nevada, the Ontario to California/Nevada stateline segment would link the outlying Inland Empire with the central part of the SCAG region. The finance plan is to garner federal funding for capital construction.	\$40.4 billion (194-mile segment)	\$45 million allotted for the Nevada segment under T3 legislation. Attempt by CNSSTC, OCTA and Anaheim to reconcile the federal funding to allow some of the \$45 million to be spent on planning and environmental work in the Anaheim to Ontario segment.	As with option #1, the energy impacts would generally be lower due to an increased transit ridership. Additional impacts are dependent on energy generation.	- Environmentally friendly - Helps regional economy - Increases transit ridership - Relieves overcrowding at JWA and LAX and shifts air passengers to Ontario Airport - Clears out the heavily congested SR-91 or SR-57 corridor during peak commute times - Will provide construction jobs - Provides intermodal connections with other systems (e.g., Metrolink, CHSRA)	- Inadequate funding commitment - Relying on federal funding to cover capital costs is unlikely - Untested technologies - Operation & Maintenance data is sparse - Technology may not be compatible with CHSRA - Capital costs are old and need to be updated - Route to Inland Empire not yet selected - Significant environmental issues (i.e., the Prado Dam, species habitat) in the corridor	Include in the Strategic Plan. Requisite Milestones: - Secure funding - Form public-private partnerships - Feasibility and planning studies needed - Form partnerships with OCTA and CNSSTC - Select route to Inland Empire (SR-91 or SR-57)

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMIT- MENTS	ENERGY IMPACTS	PROS	CONS	RECOMMENDATION
8	California High-Speed Train (serving the SCAG region) (California High-Speed Rail Authority)	No	700-mile steel wheel statewide high-speed rail network that will serve the Bay Area, Sacramento, the San Joaquin Valley, Los Angeles, Orange County, the Inland Empire and San Diego. The portion of the system in the SCAG region connects Palmdale to Union Station and Anaheim. There is also a link from Union Station east to Riverside and south headed to San Diego. The system would compete directly with air travel for the long-haul intrastate trips.	\$34 billion (210 miles serving the SCAG region)	\$20.7 million allocated from the California state legislature to continue funding the state agency. \$3.5 million in funding from OCTA to begin the EIR for the L.A. to O.C. segment in FY '07-'08. \$3.5 million more in funding from OCTA in FY '08-'09. Funding for capital construction for this project is proposed to be from state bonds. A \$9.95 billion bond is slated for the November 2008 ballot.	According to the Final EIR/ EIS for the proposed California High-Speed, the system would potentially decrease intercity automobile VMT and reduce fuel use by the equivalent of 5.2 million barrels of oil per year.	<ul style="list-style-type: none"> -Steel wheels is proven technology with standardized O&M costs -Environmentally friendly (although maybe less so than Maglev) -Helps state economy -Increases transit ridership -Relieves overcrowding at major airports -Provides an option to flying for intrastate connections -Connects city centers in Northern and Southern California -Improves public health -Will provide construction jobs -Provides intermodal connections with other systems (e.g., Metrolink, SCAG's HSRT, Caltrain) -San Diego (SANDAG) includes CHSRA project in their RTP's fiscally constrained plan 	<ul style="list-style-type: none"> -Inadequate funding commitment -Passage of bond(s) can be difficult -Using "old" technology -Technology not compatible with Maglev systems not be compatible with CHSRA -Political support at the state level not certain -Potential political opposition from the airlines 	<p>Include in the Constrained Plan, with the following conditions:</p> <ul style="list-style-type: none"> -Southern California must be included in initial construction -A study looking at alternative technologies (Maglev and other systems) must be undertaken for the Southern California portion -A detailed constrained financial plan must be presented to ensure Southern California funding is spent on Southern California segments <p>Requisite Milestones:</p> <ul style="list-style-type: none"> -Secure funding via passage of state bond(s) -Complete EISs for various segments -SCAG should continue its' partnership with CHSRA

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMITMENTS	ENERGY IMPACTS	PROS	CONS	RECOMMENDATION
1	Aviation Task Force Preferred Scenario with Extended IOS and Anaheim to Ontario HSRT segment	No	Complete Extended IOS portion of adopted HSRT system with Anaheim to Ontario segment and implement market incentives for aviation decentralization	\$22.5 billion to implement Extended IOS portion of adopted HSRT system (passengers only). Local airport ground access projects \$5.2-12 billion	For on-airport projects, passenger facility charges, revenue bonds, airport revenues (landing fees, concessions, leases etc.) and FAA AIP grants (not included in the RTP). \$5.2 billion for non-HSRT off-airport ground access projects	Fewer jobs/housing benefits could result in higher energy use given that mixed land use (i.e., residential developments near work places, restaurants, and shopping centers) with access to public transportation has been shown to save consumers up to 512 gallons of gasoline per year. (Source: Transportation Demand Management Encyclopedia. "Transit Oriented Development." Victoria Transport Policy Institute.)	Problems and uncertainties associated with implementing full HSRT avoided (the extended IOS has a better "business case" but still has funding uncertainties). New terminal development and ground access improvements needed at San Bernardino and Palmdale airports, but less extensive at Palmdale Airport than with full HSRT system.	At 164 MAP a loss of 8 MAP compared to 2035 regional aviation scenario with entire adopted HSRT system. Fewer economic and jobs/housing balance benefits particularly in North LA County.	<p>Include in the Constrained Plan.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - Same as for the HSRT IOS, but with emphasis on developing terminal-to-terminal airport linkages in in-depth engineering and design work for HSRT. - Complete HOV/Flyaway study and develop recommendations on utilizing existing and planned investments in HOV and rail facilities to decentralize aviation demand to suburban airports. - Continue to coordinate with the Southern California Regional Airport Authority (SCRAA) to implement the Regional Aviation Decentralization Strategy through ground access, legislative and marketing strategies.
2	Aviation Task Force Preferred Scenario with entire HSRT system, with Anaheim to Ontario segment	No	Complete entire adopted HSRT system with Anaheim to Ontario segment, that is necessary to reach 170 MAP and implement market incentives for aviation decentralization	Cost to be determined to implement entire adopted HSRT system with long-range connections to Victorville and San Bernardino (passengers only) local airport ground access projects \$5.2-12 billion	For on-airport projects, passenger facility charges, revenue bonds, airport revenues (landing fees, concessions, leases etc.) and FAA AIP grants (not included in the RTP). \$5.2 billion for non-HSRT off-airport ground access projects.	The higher passenger forecasts could be tempered by greater efficiencies in jobs/housing balance benefits. However, aviation passenger mobility efficiency is very dependent on the type of aircraft, the configuration, the load factor, and the distance flown. (Source: United Nations Environment Programme. Aviation and the Global Atmosphere. Retrieved October 22, 2007 from http://www.grida.no/climate/ipcc/aviation/index.htm .)	Achieves 172 MAP with associated economic and jobs/housing balance benefits to the Inland Empire and North LA County.	Extensive new passenger terminals and ground access improvements needed at Palmdale and San Bernardino International airports. Air quality impacts likely greater than other scenarios because of higher number of aircraft operations (but partly offset by fewer ground access emissions from HSRT).	<p>Include in the Strategic Plan, mid- and long-term.</p> <p>Requisite Milestones:</p> <ul style="list-style-type: none"> - Same as for the entire HSRT long-term system, but with emphasis on developing terminal-to-terminal airport linkages in in-depth engineering and design work and feasibility and planning studies for HSRT. - Complete HOV/Flyaway study and develop recommendations on utilizing existing and planned investments in HOV and rail facilities to decentralize aviation demand to suburban airports. - Continue to coordinate with the Southern California Regional Airport Authority (SCRAA) to implement the Regional Aviation Decentralization Strategy through ground access, legislative and marketing strategies.

#	MODE/ PROJECT	2004 RTP	STRATEGIES	COST	FINANCIAL COMMITMENTS	ENERGY IMPACTS	PROS	CONS	RECOMMENDATION
3	Aviation Task Force Preferred Scenario with no HSRT	Yes	No HSRT implementation but implement market incentives for aviation decentralization	NO HSRT costs. Other ground access costs in unconstrained Airport Ground Access Element total \$12 billion (\$5.2 billion constrained)	For on-airport projects, passenger facility charges, revenue bonds, airport revenues (landing fees, concessions, leases etc.) and FAA AIP grants (not included in the RTP). \$5.2 billion for non-HSRT off-airport ground access projects.	As in #1, fewer jobs/housing benefits could result in higher energy usage.	Problems and uncertainties associated with implementing HSRT avoided. New terminal development and ground access improvements needed at Palmdale and San Bernardino International airports much less extensive	At 155 million air passengers (MAP) in 2035, this scenario represents a loss of 17 MAP compared to 2035 regional aviation scenario with entire adopted HSRT system. Fewer economic and jobs/housing balance benefits to the Inland Empire and North LA County. Represents a loss of about \$11 billion and 78,600 jobs compared to the 2035 scenario with the entire adopted HSRT system.	Do not include in the 2008 RTP. Requisite Milestones: - Complete HOV/Flyaway study and develop recommendations on utilizing existing and planned investments in HOV and rail facilities to decentralize aviation demand to suburban airports. - Continue to coordinate with the Southern California Regional Airport Authority (SCRAA) to implement the Regional Aviation Decentralization Strategy through ground access, legislative and marketing strategies.

#	2004 RTP	POLICY	DESCRIPTION	ENERGY IMPACTS	BENEFITS	COSTS	RECOMMENDATION
1	Yes	Identify regionally strategic areas for infill and investment*	Identify strategic opportunity areas for infill development of aging and underutilized areas and increased investment in order to accommodate future growth.	The energy consumption would generally be low and could be further reduced if green building practices, involving usage of renewable resources and reduced waste generation and water usage, are implemented. Such standards can reduce local environmental impacts, regional air pollutant emissions, and global greenhouse gas emissions.	<ul style="list-style-type: none"> - reduces regional VMT, VHT and congestion delay - efficient use of existing and planned infrastructure - revitalizes aging communities - increases local tax base - reduces sprawling development patterns 	<p>No direct costs in RTP</p> <p>SCAG should work to identify funding resources to assist local governments' voluntary implementation</p>	Include in the 2008 Draft Policy Growth Forecast Alternative.
2	Yes	Structure the plan on a 3-tiered system of centers development*	Identify strategic centers based on a 3-tiered system of existing, planned, and potential, relative to transportation infrastructure.	The energy consumption would generally be low and could be further reduced if green building practices, involving usage of renewable resources and reduced waste generation and water usage, are implemented.	<ul style="list-style-type: none"> - reduces regional VMT, VHT and congestion delay - prioritizes investment based on infrastructure timing - supports long range conceptual planning in advance of financial commitments 	<p>No direct costs in RTP</p> <p>SCAG should work to identify funding resources to assist local governments' voluntary implementation</p>	Include in the 2008 Draft Policy Growth Forecast Alternative.
3	No	Develop nodes on a corridor*	Intensify nodes along corridors with people-scaled, mixed use developments. Many existing corridors lack the residential and commercial concentration to adequately support non-auto transit uses, without which the existing transit system cannot fully realize its potential for accommodating additional trips and relieving the transportation system.	Creating walkable, transit oriented nodes would generally reduce energy use. It is estimated that households in transit-oriented developments drive 45 percent less than residents in auto-dependent neighborhoods. (Source: Transportation Demand Management Encyclopedia. "Transit Oriented Development." Victoria Transport Policy Institute.)	<ul style="list-style-type: none"> - reduces regional VMT, VHT and congestion delay - creates vibrant, walkable communities with localized access to amenities - supports region's existing & planned transit infrastructure 	<p>No direct costs in RTP</p> <p>SCAG should work to identify funding resources to assist local governments' voluntary implementation</p>	Include in the 2008 Draft Policy Growth Forecast Alternative.
4	Yes	Develop "complete communities"*	Create mixed use districts or "complete communities" in strategic growth areas, through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other.	Creating walkable, complete communities would generally reduce energy use. It has the potential to reduce total VMT, ultimately reducing gas consumption.	<ul style="list-style-type: none"> - reduces regional VMT, VHT and congestion delay - ensures many daily needs can be met within a short distance of home - increases walk and bicycle trip opportunities - supports lower VMT through "trip chaining" 	<p>No direct costs in RTP</p> <p>SCAG should work to identify funding resources to assist local governments' voluntary implementation</p>	Include in the 2008 Draft Policy Growth Forecast Alternative.
5	Yes	Plan for additional housing and jobs near transit*	Plan for additional housing and jobs within reach of the transit network. Pedestrian-friendly environments and more compact development patterns in close proximity to transit serve to support and improve transit use and ridership.	Fostering more residential and mixed use developments near transit hubs will increase public transit ridership and reduce VMT, emissions, and fuel consumption. Mixed-use development may also reduce congestion by fostering a jobs-housing balance.	<ul style="list-style-type: none"> - reduces VMT, VHT and congestion delay - reduces auto use and supports more multi modal travel behavior - reduces need for long commutes - increases viability of rail network for home to work trips 	<p>No direct costs in RTP</p> <p>SCAG should work to identify funding resources to assist local governments' voluntary implementation</p>	Include in the 2008 Draft Policy Growth Forecast Alternative.
6	Yes	Plan for a changing demand in types of housing*	Plan for changing demographics and subsequent impacts on the region's economic future. Shifts in the labor force, as the large cohort of aging "baby boomers" retire over the next 15 years and are replaced by new immigrants and "echo boomers", will likely induce a demand shift in the housing market for additional development types such as multi-family and infill housing in central locations.	The energy impacts could be low if focused on multi-family housing. Residents of single family detached housing have been found to consume 22 percent more energy than those of multifamily housing and 9 percent more than those of single-family attached housing. (Source: Rong, Fang, (2006) Impact of Urban Sprawl on U.S. Residential Energy Use. University of Maryland. Retrieved from http://hdl.handle.net/1903/3848 on September 14, 2007.)	<ul style="list-style-type: none"> - reduces regional VMT, VHT and congestion delay - supports needs and lifestyles of growing segments of the population - increases affordable housing alternatives - supports changing market dynamics - limits greenfields development 	<p>No direct costs in RTP</p> <p>SCAG should work to identify funding resources to assist local governments' voluntary implementation</p>	Include in the 2008 Draft Policy Growth Forecast Alternative.

#	2004 RTP	POLICY	DESCRIPTION	ENERGY IMPACTS	BENEFITS	COSTS	RECOMMENDATION
7	Yes	Continue to protect stable existing single family areas*	Continue to protect stable existing single family neighborhoods as future growth and a more diverse housing stock are accommodated in infill locations near transit stations, in nodes along corridors and in existing centers.	The energy impacts would generally be higher. Single-family residents use more energy than their counterparts in multi-family housing.	<ul style="list-style-type: none"> - reduces regional VMT, VHT and congestion delay - maintains existing urban fabric in the majority of the region - reduces NIMBYism of intensification of appropriate areas 	<p>No direct costs in RTP</p> <p>SCAG should work to identify funding resources to assist local governments' voluntary implementation</p>	Include in the 2008 Draft Policy Growth Forecast Alternative.
8	Yes	Ensure adequate access to open space and preservation of habitat	Ensure access to open space and habitat preservation despite competing quality of life demands driven by growth, housing and employment needs, and traditional development patterns.	This option would reduce autodependent development, thereby reducing VMT and the associated fuel use.	<ul style="list-style-type: none"> - reduces regional VMT, VHT and congestion delay - improves access to existing large-scale and neighborhood-scale open space - preserves the rapidly diminishing open space - limits leap frog development 	<p>No direct costs in RTP</p> <p>SCAG should work to identify funding resources to assist local governments' voluntary implementation</p>	Include in the 2008 Draft Policy Growth Forecast Alternative.
9	Yes	Incorporate local input and feedback on future growth assumptions	Continue public outreach efforts as required by SAFTEA-LU and incorporate local input through the Integrated Growth Forecast. This innovative approach provides a more accurate forecast that integrates future land use and transportation planning through growth projections for population, employment, households and housing units. Public workshops, scenario planning, and stakeholder outreach improve the accuracy and feasibility of pursuing regional plans at the local level.	It is unclear what energy impacts would accrue from this option.	<ul style="list-style-type: none"> - increases consistency between local and regional forecasts - identifies areas where discrepancies may exist - improves discourse between government agencies, stakeholders and the public 	No direct costs in RTP	Include in the 2008 Draft Policy Growth Forecast Alternative.

Southern California Association of Governments (SCAG) Public Participation Plan Executive Summary

This Public Participation Plan (“Plan”) serves as a guide for SCAG’s public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional plans and programs.

As a metropolitan planning organization (MPO), SCAG is responsible for preparing and utilizing a Plan which is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG’s Regional Transportation Plan (RTP) and the Transportation Improvement Program (RTIP). Detailed strategies, procedures, and techniques for carrying out the participation process for the RTP, RTIP, and Overall Work Program (OWP), are described in the Plan.

To ensure compliance with federal and state requirements, SCAG intends to outreach to and seek participation from the following participants in the development of regional plans and programs: citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, Tribal Governments, transit operators, governmental agencies and non-profit organizations and other interested parties such as the subregions, ethnic and minority groups, older and retired persons, special interest non-profit agencies, environmental groups, educational institutions, women’s organizations, and the private sector.

SCAG made significant efforts to reach out to interested parties, encourage feedback, and involve interested parties in the development of the Plan’s strategies and procedures and will continue these efforts in future updates to the Plan.

Southern California Association of Governments (SCAG) Public Participation Plan Amendment No. 1

Never doubt that a small group of thoughtful, concerned citizens can change the world. Indeed, it is the only thing that ever has.” Margaret Mead

PURPOSE OF SCAG’S PUBLIC PARTICIPATION PLAN

The awareness and involvement of interested persons in governmental processes are critical to successful regional transportation planning and programming. When the public is engaged in the process, their feedback helps assure projects address community needs. Likewise, the public gains a better understanding of the tradeoffs and constraints associated with transportation planning. This Public Participation Plan (“Plan”) serves as a guide for SCAG’s public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional plans and programs.

INTRODUCTION

Since its inception, the Southern California Association of Governments (SCAG) has engaged in a public involvement process in developing its regional transportation plans and programs. As a result of changes in the metropolitan planning law in 2005, SCAG will broaden its current participation activities to engage a more extensive group of stakeholders in its planning and programming processes.

As a metropolitan planning organization (MPO), SCAG is responsible for preparing and utilizing a Plan which is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG’s Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) (also known as the Federal Transportation Improvement Program), pursuant to the “Safe,

Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU), Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839 (Aug. 10, 2005).

The participation procedures incorporated into this Plan are intended to afford interested parties a specific opportunity to participate in the development of the Plan and to comment on the Plan prior to its approval. The Plan contains an expanded list of Interested Parties, including governmental agencies and nonprofit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under 23 U.S.C. 204.

In addition to developing and carrying out a Plan, SCAG is required to consult with State, local, and Tribal Governments in development of its RTPs and RTIPs. SCAG is specifically required to consult with agencies and officials responsible for other planning activities within the region that are affected by SCAG’s RTP and RTIP (including, as appropriate, State & local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation).

As part of developing other plans and programs for which SCAG is responsible, SCAG carries out additional participation activities, including but not limited to: collaboration with transportation partners in development of the SCAG Overall Work Program, pursuant to 23 C.F.R. 450.314 and State guidance; scoping meetings and public review of the Draft Program Environmental Impact Report (PEIR) for the RTP, as required by applicable California Environmental Quality Act (CEQA) Guidelines, 14 C.C.R. Ch. 3, Art. 7; and, public participation in the development of a methodology for the Regional Housing Needs Allocation Plan, pursuant to Govt. Code Section 65584.04(c).

This Plan is intended to guide the participation process and to coordinate the process with SCAG’s consultation activities and other responsibilities. Detailed strategies, procedures, and techniques for carrying out the participation process for the RTP, RTIP, and Overall Work Program (OWP), are described in “Appendix A,” of this Plan, and incorporated herein by this reference. Com-

ments received during the 45-day public review and comment period regarding the Plan and information in Appendix “A,” along with SCAG’s response to those comments, are described in a matrix found in “Appendix C” herein.

PUBLIC PARTICIPATION PLAN REQUIREMENTS

SCAG’s Public Participation Plan must comply with the following requirements provided under 23 U.S.C. 134, subsections (i)(5), and (j)(1)(B) [see also 23 C.F.R. 450.316] which are summarized as follows:

1. SCAG shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the RTP.
2. The participation plan shall be developed in consultation with all interested parties, and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.
3. In carrying out the participation process, SCAG must, to the maximum extent practicable--
 - a. hold any public meetings at convenient and accessible locations and times;
 - b. employ visualization techniques to describe plans; and
 - c. make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate, to afford reasonable opportunity for consideration of public information under paragraph 1 above.
4. The RTP shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to

the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

5. In developing the RTIP and before approving the RTIP, SCAG, in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with the same requirements described above.

The Public Participation Plan further incorporates the requirements of the applicable regulations, 23 CFR 450.316(a) (See 72 FR 7273; February 14, 2007) intended to provide further guidance regarding the participation requirements of SAFETEA-LU, as follows:

- a. The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
1. The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - a. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - b. Providing timely notice and reasonable access to information about transportation issues and processes;
 - c. Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - d. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - e. Holding any public meetings at convenient and accessible locations and times;
 - f. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - g. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - h. Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
 - i. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - j. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
 2. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity

regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

3. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

In accordance with these requirements, SCAG actively engaged interested parties in the development of the Plan. Development of the draft document spanned a five-month period and included a review of and enhancements to SCAG's existing adopted Plan based on previous lessons learned and public comments received on the 2004 RTP, a review of SAFETEA-LU requirements, review and comments by those who work with many of the interested parties identified in the SAFETEA-LU requirements, and a review of Participation Plans by other metropolitan planning organizations throughout the country.

SCAG's efforts also included a presentation to the bus operators on January 16, 2007, a presentation to the Orange County Council of Governments' Technical Advisory Committee meeting on February 6, 2007 and a presentation to the Orange County Council of Governments Board of Directors on February 22, 2007 regarding SCAG's work on the draft Plan. In addition, SCAG reached out to agencies by sending additional copies of the draft Plan to 38 federal and state resource agencies. This effort was followed up with two separate electronic reminder messages seeking comments and feedback on the Plan. In addition, SCAG invited interested parties (with a heavy emphasis on federal and state resource agencies as well as the subregions) to attend a presentation on the draft Plan on February 6, 2007, in the SCAG offices. One subregional representative attended the presentation. During early February, SCAG telephoned each of the federal and state resource agencies once again seeking comments and offering to make presentations at the respective agency location. SCAG also reached out to the county transportation commissions both electronically as well as by telephone to elicit comments to the draft Plan. The

result was that SCAG received comments from one Tribal Government, one member city, one county transportation commission, three subregions, two resource agencies and one private business. In general, those who responded indicated that they have received and reviewed the Plan, that it appeared fine and they did not have any other specific comments. One commenter from a local natural resource agency indicated that they did not have the staff available to review this type of plan nor were they interested in an on-site presentation. In total, the draft Plan was available for public comment for a period of 133 days to encourage development and input by the public and interested parties.

Interested parties were also solicited to provide input into and participate in the development of the Public Participation Plan Draft Amendment No. 1, which as previously noted, includes the detailed strategies, procedures and techniques for public participation related to the RTP, RTIP and OWP as set forth in Appendix "A" herein. Specifically, staff conducted an online survey to obtain input on how to improve overall participation efforts as well as to determine accessible meeting time and location preferences and gain a better understanding of how interested parties prefer to have complex materials presented to them. The survey was posted on SCAG's website as well as distributed electronically to 3,600 existing contacts within SCAG's contact database. A total of 376 surveys were completed and returned. This survey is further described in Appendix "B", and the results thereof were considered in SCAG's deliberations on the final Public Participation Plan Amendment No. 1.

In addition, SCAG sent out over 200 letters to state and local agencies seeking input regarding the Plan's Draft Amendment No. 1. Finally, SCAG staff met with the County Transportation Commissions, and the Imperial Valley Association of Governments to receive their input into the development of the Public Participation Plan Amendment No.1. SCAG staff also solicited input from the Transportation Conformity Working Group, the Subregional Coordinators Working Group and the Metro/Caltrans Local Assistance Coordination Working Group. California Department of Transportation representatives participate in each of these working groups.

CONSULTATION REQUIREMENTS

SCAG must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan. The consultation shall involve, as appropriate:

1. Comparison of transportation plans with State conservation plans or maps, if available; or
2. Comparison of transportation plans to inventories of natural or historic resources, if available.

See 23 U.S.C Section 134(i)(4).

Furthermore, under the metropolitan planning process, RTPs and TIPs must be developed with due consideration of other related activities within the region, and the process must provide for the design and delivery of transportation services within the region that are provided by:

1. Recipients of assistance under Chapter 53 of Title 49 U.S.C.
2. Governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the Department of Transportation to provide non-emergency transportation services; and
3. Recipients of assistance under 23 U.S.C Section 204.

See 49 U.S.C Section 5303.

Consultation requirements are accomplished primarily through our policy committees and task force structure. Policy committees are primarily made up of local elected officials. There are several issue-specific as well as mode-specific task forces that are on-going as well as some that are created for a specific purpose and specific time frame. All of these task forces forward their recommendations to policy committees. Examples of these task forces include: Transportation Finance Task Force, Aviation Task Force, Goods Movement Task Force, Regional Transit Task Force, and the Plans and Programs

Technical Advisory Committee. Membership on these task forces and working groups includes elected officials as well as stakeholder agency representatives. The stakeholders have a direct pipeline to SCAG's planning processes through these task forces. SCAG proposes to expand the membership of some of these task forces to ensure inclusion of the broader stakeholders and interest groups identified in SAFETEA-LU.

In addition, SCAG conducts several workshops prior to releasing the Draft RTP involving stakeholders to ensure that their input on major issues is addressed in the plan.

SCAG also utilizes the subregional council of governments (COG) structure to "get the word out" and solicit input on the content as well as the planning and programming process from the local stakeholders.

SCAG mails out a Notice of Draft RTP and RTIP Availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP and RTIP. Comments as well as responses are fully documented and reflected in the final RTP.

SCAG will continue to engage Tribal Governments in the RTP and RTIP processes through Tribal Government representation on SCAG's governing board and policy committees, and through the Tribal Governments Relations Task Force.

CONSULTATION AND COORDINATION WITH STATE AGENCIES

SCAG works closely with the appropriate State agencies at several levels to coordinate planning activities. First, Caltrans, as one of SCAG's project sponsors as well as funding partners, actively participates in our key policy committees as well as task forces. Specifically, Caltrans has a seat as ex-officio on SCAG's Transportation and Communications Committee, a key policy committee that makes policy recommendations on transportation planning matters to SCAG's Regional Council. In addition, Caltrans also actively participates in technical committees, including Plans and Programs Technical Advisory

Committee (P&P TAC) as well as Transportation Conformity Working Group (TCWG). Furthermore, Caltrans and SCAG also participate in monthly meetings with the Chief Executive Officers. California Air Resource Board (CARB), responsible for developing the State Implementation Plan (SIP), actively participates in SCAG's TCWG to ensure full coordination of transportation conformity issues associated with RTP as well as RTIP. The California Transportation Commission (CTC), responsible for programming and allocating funding for transportation improvements throughout California, is regularly apprised of SCAG's planning and programming activities through participation in the monthly CTC meetings. CTC reviews and comments on SCAG's plans and programs as necessary and appropriate.

CONSULTATION AND COORDINATION WITH RESOURCE AGENCIES

SCAG's compliance with the California Environmental Quality Act (CEQA) serves as the framework to consult, as appropriate, in the development of plans such as the RTP with federal, state and local resource agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. This consultation will include other agencies and officials responsible for other planning activities in the SCAG region that are affected by transportation, to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that SCAG as the lead agency will prepare a program-level Environmental Impact Report (EIR) for the RTP is the first step in the environmental process. The NOP gives federal, state and local agencies and the public an early opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to SCAG. Further, SCAG holds public scoping workshops to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, SCAG will consult with affected agencies on resource maps and inventories for use in the EIR analysis.

SCAG will consider the issues raised during the NOP period and scoping workshops during its preparation of the EIR. Subsequently, as soon as SCAG com-

pletes the Draft EIR, SCAG will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. SCAG will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, SCAG may consult directly with any agency or person with respect to any environmental impact or mitigation measure. SCAG will respond to written comments received prior to the close of comment period and make technical corrections to the Draft EIR where necessary. SCAG's Regional Council will be requested to certify the Final EIR, and SCAG will file a Notice of Determination (NOD) within five days of Regional Council certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), SCAG will also consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in the RTP can link the transportation planning process with the federal NEPA process. It should also be noted that while the RTIP is not required to formally comply with the CEQA provisions, RTIP is an integral part of the RTP and represents the near term actions proposed in the RTP and therefore CEQA compliance associated with RTP inherently addresses the RTIP. As the projects in the RTP and RTIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

BOTTOM-UP PLANNING AND INTERAGENCY CONSULTATION

An expanded 70-member Regional Council and the fostering of 14 subregional organizations were initiated by the former Executive Committee in 1992. These forums, coupled with three policy committees and 20 standing committees and technical advisory committees, and the "AB 1246 process" (required under Public Utilities Code Section 130000 et seq.) facilitate SCAG's ability to provide a framework for bottom-up planning and more frequent and ongoing participation by interested parties at all stages of the process.

In addressing the requirements of the AB 1246 process, the multi-county designated transportation planning agency convenes at least two meetings annually of representatives from each of the five commissions, the agency, and the Department of Transportation for the following purposes:

- a. To review and discuss the near-term transportation improvement programs prior to adoption by the commissions.
- b. To review and discuss the regional transportation plan prior to adoption by the agency pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.
- c. To consider progress in the development of a regionwide and unified public transit system.
- d. To review and discuss any other matter of mutual concern.

The Regional Transportation Agencies Coalition is currently fulfilling the function of the AB 1246 process.

SCAG has a memorandum of understanding (MOU) with the South Coast Air Quality Management District (SCAQMD) on transportation and air quality conformity consultation procedures for the South Coast Air Basin and for the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin. Parties to the MOU include: SCAQMD, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, California Department of Transportation (Caltrans), California Air Resource Board, and the Federal Highway Administration.

Likewise, SCAG has an MOU for transportation and air quality conformity consultation procedures with the Ventura County Air Pollution Control District (VCAPCD) for the Ventura County portion of the South Central Coast Air Basin (SCCAB). Parties to the MOU include: VCAPCD, Ventura County Transportation Commission, Caltrans, California Air Resources Board, Federal Highway Administration and the Federal Transit Administration.

To support interagency coordination and fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule, SCAG participates in the Transportation Conformity Working Group (TCWG). The group meets on a monthly basis to address and resolve regional issues pertaining to transportation conformity for the RTP, RTIP, RTP and TIP amendments and the region's air quality management plans.

Participants in the Southern California TCWG include representatives from federal, state, regional and sub-regional agencies such as the United States Environmental Protection Agency (both national and regional representatives), Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, SCAG, and County Transportation Commissions.

INTERESTED PARTIES

To ensure compliance with SAFETEA-LU requirements and other federal and state mandates, SCAG intends to target the following participants in the region:

- citizens
- affected public agencies
- representatives of transportation agency employees
- freight shippers
- providers of freight transportation services
- private providers of transportation
- representatives of users of public transit
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of the disabled
- Tribal Governments

- transit operators
- governmental agencies and non-profit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C .
- and other interested parties (e.g. subregions, ethnic and minority groups, older and retired persons, special interest non-profit agencies, environmental groups, educational institutions, women's organizations, private sector)

The following goals and procedures are designed to encourage participation and provide opportunities to comment on the development and approval of SCAG's RTPs, RTIPs, the Regional Comprehensive Plan, (In addition to this Plan, SCAG adheres to the public process required by CEQA for our PEIR and related environmental review documents.) and other products prepared by SCAG that statutorily require public participation or for which the Regional Council determines is necessary.

PUBLIC PARTICIPATION PLAN GOALS

The five primary goals of SCAG's Public Participation Plan include:

Goal 1: Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.

Goal 2: Provide full public access, information and input to key decisions in the regional transportation planning process.

Goal 3: Disseminate clear, concise and up-to-date information to citizens, affected agencies and interested parties.

Goal 4: Provide timely responses to issues, concerns, and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects. Ensure that the comments received

are considered and incorporated into the deliberations regarding proposed plans and programs.

Goal 5: Enhance the participation process including reaching out to those communities that have been underrepresented and/or underserved.

PUBLIC PARTICIPATION PLAN PROCEDURES IN OBTAINING GOALS

Goal 1: Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.

- SCAG's participation program will include public outreach and communications for all major plans and programs. This includes establishing procedures and responsibilities for (1) informing, involving and incorporating public opinion into the planning process, (2) consultative involvement of designated
- agencies (i.e., federal, state and local agencies, county transportation commissions and air quality management/pollution control districts) on technical data and modeling used in developing regional plans and determining transportation improvement program and regional transportation improvement program conformity, (3) designating lead staff persons who are knowledgeable about the entire planning process to be responsible for the participation program, and (4) providing adequate funds and staff resources to implement the participation program.
- Stress the requirement to encourage, assess and provide for public participation to staff, consultants, stakeholder organizations and others as well as stress the importance of an inclusionary process and dialogue and encourage staff to regard citizens, subregional organizations and agencies as working partners.
- Interact and seek input from a broad spectrum of interested stakeholders through various task forces and working groups that meet on a regular,

on-going basis to review, discuss, and provide feedback on various SCAG initiatives, plans and programs.

- Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.
- Encourage proponents and opponents to participate in the regional planning process and acknowledge the value of their input.
- Update and maintain the contact databases and audience categories within the Communication and Management System (CMS). Expand current list categories to include the additional list of parties outlined in SAFETEA-LU. These contact databases should be reviewed and updated at least twice per year and on an on-going basis as individual changes occur.
- Provide outreach to citizens, groups, agencies and subregional organizations and inform them of how their involvement has affected the plan.
- Assemble, organize and equip a participation and outreach team of transportation planners, environmental planners, analysts and other technical staff, public affairs staff, management staff, and elected officials to conduct presentations, hold briefings, workshops and hearings during the year to diverse groups and organizations throughout the region.
- Conduct hands-on, interactive workshops such as the Compass workshops, to encourage community involvement and participation and obtain feedback from local residents, regional stakeholders and local governments (planners, demographers, and elected officials).
- Provide outreach assistance, including to under-represented areas, using Member Relations Officers who are geographically focused and knowledgeable on the issues of the subregion.
- Train staff in effective communication and public relations skills by providing clear, consistent and concise primary messages for media and public involvement and interaction.
- Complete target group and media mailing lists for targeted audiences and determine the best methods for distributing information: speaker's

bureau, fact sheets, brochures, flyers, white papers, plan summaries, newsletters, PowerPoint presentations, press releases, public service announcements, press advisories, press conferences, telephone and personal interviews.

- Develop memoranda of understanding or agreements with appropriate agencies, as needed.
- Participate in regular monthly meetings with the CEOs of the county transportation commissions.

Goal 2: Provide full public access, information and input to key decisions in the regional transportation planning process.

- Utilize SCAG's website to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide publications. Ensure that the information available is easy-to-read and accessible and that the web site is compliant with the 1990 Americans with Disabilities Act.
- Post public notices of the draft product in at least one major newspaper in each of the six member counties and include community newspapers and ethnic press.
- Follow up on public notices to increase participation. Assign staff to look out for non-participating public interests.
- Conduct at least one public hearing for the draft RTP, TIP and EIR and other major plans as needed. Announce public hearings in printed materials, on SCAG's website, and in local newspapers. Provide translation services at these hearings, if needed.
- Develop procedures for public hearings. Include the time to be allotted to each speaker and how the order of appearance is determined. A written explanation of adopted procedures should be distributed to par-

ticipants both prior to and at the hearing. Make arrangements for the submission of written statements in addition to verbal comments.

- Hold monthly meetings with the subregional coordinators (representatives of the 14 subregions) to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.
- Keep interested parties informed with progress reports during the product development, review and adoption phases.

Goal 3: Disseminate clear, concise and up-to-date information to citizens, affected agencies and interested parties.

- SCAG, together with its subregional partners and other stakeholder organizations, will notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, website postings, email communications and other opportunities to participate, as appropriate.
- Make electronically accessible to the public, all draft and final plans, fact sheets, publications such as Your Guide to SCAG, the Benefits of Membership, Member Handbook and the Legislative Reference Guide, the Overall Work Program, the eVision newsletter, key PowerPoint presentations, meeting agendas and minutes, data and other planning-related information, and a calendar of upcoming events on SCAG's website at www.scag.ca.gov. Encourage public involvement on the web site. Ensure that the information provided is up-to-date, accessible and easy-to-understand.
- Provide complete and easy-to-understand information, including summaries and one-page fact sheets on major plans and initiatives at the beginning of and throughout the planning process and define the issues and alternatives in a concise, straightforward and consistent manner.
- Update annually and disseminate SCAG's citizen guide "Your Guide to SCAG" which succinctly informs the public about SCAG and the regional planning process, highlights major SCAG initiatives, cites the

importance of public involvement, invites participation, and identifies key contacts.

- Provide updated information about SCAG's activities, plans, actions, upcoming events, legislative efforts, and subregional activities in the eVision electronic newsletter which is disseminated to local elected officials, legislators, subregions, commissions, air districts, other interested parties and members of the public at least eight times per year. The eVision newsletter is accessible through SCAG's website. In addition, archival copies are readily available on the site.
- Maintain and update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade journals, wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older Americans, the disabled, Native Americans and students.
- Implement the media outreach strategies contained in the agency's overall Communications Strategy. This includes press releases, media advisories, calendar advisories, media interviews on television and radio talk shows and public affairs programs, public notices, op-ed articles in local newspapers, editorial board meetings, and development of consistent media messages on major SCAG initiatives, and outreach to ethnic and foreign language press.
- Develop printed materials, fact sheets, brochures, summaries, fliers, PowerPoint presentations, relating to SCAG and SCAG's initiatives and other publications for general population distribution in concise, understandable, non-technical language.
- Maintain an updated calendar of events on SCAG's web site, accessible 24 hours a day, 7 days a week.
- Translate the most significant web site information and printed materials into other languages when needed and contingent upon resource and budget availability. Include the ethnic press in media advisories, press releases, press conference notifications, calendar advisories and other

media communications. Maintain and update ethnic press contacts in the media contact database.

- Disseminate the Challenges Facing Southern California brochure at meetings, conferences, through mailings, and in SCAG's lobby area which highlights SCAG's major initiatives, invites participation within the community, solicits feedback and encourages citizens to "Get Informed and Get Involved."
- Make presentations on various SCAG initiatives throughout the region to citizens, community groups, environmental groups, business organizations, minorities, faith-based organizations, subregions, other stakeholders, and other interested parties. Staff throughout the organization, along with Regional Council members, will conduct the presentations. Determine the appropriate staff and agency representatives to speak on policy, technical and media issues. Staff will proactively encourage presentations be included on various meeting agendas.
- Prepare technical and non-technical PowerPoint presentations for workshop, conference, hearings and other meeting use to showcase SCAG and SCAG's initiatives and simplify the regional planning process. Ensure that the presentations are easy-to-understand, interesting, and invites participation and involvement. Utilize graphics and animation to make the presentations more interesting and inviting. Tailor presentations to the audience by including subregional statistics and addressing primary areas of audience concern. Enhancements to the presentations should be based on community input and speaker feedback. Maintain a library of all PowerPoint presentations created. Post relevant PowerPoint presentations on SCAG's web site for public access.
- Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.

- Design and display a modular exhibit for "on-the-road" presentations and exhibit tables at conferences, workshops, meetings and other public events. The exhibit will be visually appealing and will graphically showcase SCAG's major planning initiatives to diverse audiences. This exhibit will increase the public's awareness of the work of SCAG and the importance of public involvement.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences and to mitigate traffic congestion and air quality.

Goal 4: Provide timely responses to issues, concerns, and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects. Ensure that the comments received are considered and incorporated into the deliberations regarding proposed plans and programs.

- SCAG will review and consider all public comments in the regional transportation planning process. Comments will be recorded, tracked and maintained through the Communication Management Software System (CMS), SCAG's contact database system. The system will provide a list of all comments received, the name of the commenter, the comment date, the topic, the comment message, and SCAG's response to the comment. All comments received will be responded to in a timely manner.
- Evaluate public comments received throughout the planning process and assess whether, and to what extent, modifications were made in the draft documents as a result of the comments received.

Goal 5: Enhance the participation process including seeking out and considering the needs of traditionally underrepresented and/or underserved persons. Ensure that minority and low-income persons have meaningful access to the public outreach and involvement activities.

- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.

- Choose an event site and time convenient for participants. All events should be fully accessible to all citizens, including disabled, low-income and minority communities. Encourage the participation of elected officials at events and hearings.
- Provide assistance, if requested 14 days prior to the event, to people with disabilities, including individuals who are blind, have low-vision or are hearing impaired.
- Provide language assistance, if requested 14 days prior to the event, to Limited English Proficient Persons.
- Evaluate public participation efforts at the end of each phase of the planning process so that necessary modifications can be made for subsequent phases. Provide recommended strategies to enhance the outreach program and better serve the underrepresented segments of the region.
- Annually update the agency's overall Communications Strategy and seek Regional Council approval of the plan and recommended strategies.
- Develop and adopt a plan for providing language assistance for persons with limited English proficiency (LEP Plan).
- Maintain an outreach calendar of presentations, workshops and hearings which will enable staff to map presentations to determine geographically where we've been, the type of audience and the topic thus enhancing our ability to strengthen outreach to underrepresented areas. The goal is to average at least 15 presentations per month.
- Utilize SCAG's existing online survey programs to conduct outreach on public opinions of community interests to obtain feedback on regional issues.
- Consider budgeting for surveys of demonstration project participants (such as Compass Blueprint) to provide better, more efficient services.
- Assess how effective the agency's communication strategies have been in impacting public policy. Consider conducting surveys of members, partners and stakeholders early in the planning process and again later to determine the effect of the communication effort.

- "The better the citizenry as a whole are educated, the wider and more sensible public participation, debate and social mobility will be." John Ralston Saul

Appendix "A"

Strategies, Procedures and Techniques for Public Participation Related to the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP) and Overall Work Program (OWP)

SCAG's recently adopted Public Participation Plan ("Plan") serves as a guide for SCAG's public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional plans and programs. For purposes of the Plan, "public" is intended to mean "Interested Parties" including citizens, affected public agencies, and other interested parties as identified on page 7 of the Plan.

This Appendix "A" to the adopted Public Participation Plan is intended to provide more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP, RTIP and OWP, as further described in Sections 2, 3 and 4 of this Appendix "A," respectively. The interrelated goals identified in the Plan suggest that a coordinated approach to public outreach is best in seeking to spread a consistent message and increase public awareness of SCAG's planning efforts. In each of our planning efforts, we need to communicate with the public who SCAG is and what we do, the challenges facing the region and the time constraints of the various planning activities. SCAG also seeks the public's feedback, active participation and input in developing our plans.

SECTION 1. DEVELOPMENT OF STRATEGIES, PROCEDURES AND TECHNIQUES

SCAG staff consulted with a range of interested parties as required by SAF-ETEA-LU in developing the public participation strategies, procedures and techniques noted herein. SCAG has made significant efforts to reach out to interested parties, encourage feedback, and involve interested parties in the development of the Plan's strategies and procedures and will continue these efforts in future updates to the Plan. Specifically, SCAG solicited comments and feedback from the county transportation commissions, subregional organizations within SCAG, transit operators, federal and state resource agencies, Tribal Governments, representatives of the disabled, representatives of pedestrian walkways and bicycle transportation facilities, environmental groups, and other interested parties through mailings, email correspondence, workshops, presentations, meetings, telephone communications and website postings encouraging individuals to get involved with developing these strategies, procedures and techniques and the Public Participation Plan, in general. For the first time, SCAG also conducted a web-based survey which asked several questions to help SCAG determine how to improve public participation. This survey was emailed to 3,600 individuals within SCAG's contact database system with valid email addresses of potential interested parties (see Appendix B for a summary of the survey results and how the results will impact development of future RTP and TIP cycles). SCAG engaged in interagency review by sending letters to over 200 affected agencies and organizations to seek input on the proposed strategies, procedures and techniques. Finally, SCAG continues to solicit feedback through an online Public Participation Form and a Public Participation Survey found on SCAG's website.

SECTION 2. REGIONAL TRANSPORTATION PLAN

Federal and state laws require SCAG to prepare a long-range Regional Transportation Plan, or RTP. The purpose of the RTP is to combine transportation policies and projects to: address mobility and congestion throughout Southern California, coordinate a balanced regional transportation system, identify

adequate funding for transportation projects, and meet federal air quality requirements.

A complete update of an existing RTP is required every four years, and SCAG is currently undertaking the development of the 2008 RTP to provide Southern California with a comprehensive vision for its transportation future to the year 2035. In terms of strategies, procedures and techniques for public participation regarding the 2008 RTP, the tasks are broken down into three phases: pre-Draft RTP, post-Draft RTP and post-Final RTP, as noted below. SCAG intends to update this section of Appendix "A" prior to commencing each RTP update to reflect appropriate changes.

A.PHASE 1: PRE-DRAFT RTP (APRIL-OCTOBER 2007)

ESTABLISH REGULAR "ALL HANDS" OUTREACH COORDINATION TEAM MEETINGS: (APRIL-OCTOBER 2007).

While outreach activities have been ongoing since the adopted 2004 RTP, the single most important element to fostering and maintaining a fully-integrated agency outreach effort is to schedule and hold regular coordination meetings with the principal staff in all planning areas and consultants associated with each of the various outreach efforts. Key staff has already been identified, which includes members from SCAG's Communications, Member Relations and Planning Divisions. An initial coordination session was conducted on April 24, 2007.

- Outreach coordination meetings will provide important opportunities (1) to brief all members of the outreach coordination team on overall outreach goals and strategies; (2) to inform the team of upcoming outreach forums and other key milestones; and (3) to identify strategies and specific work tasks that can either be shared or can accommodate multiple outreach objectives.

- Schedule outreach coordination meetings on a bi-weekly basis. Initially, the focus will be on establishing unified outreach goals and formalizing team member roles. Subsequent sessions will be directed at identifying new opportunities for public presentations and proactively securing speaking engagements. Review progress and ensure implementation of the Public Participation Plan strategies.

Update Existing Presentation Materials: (January-October 2007).

Many of the needed PowerPoint presentations have already been prepared and are currently in use. SCAG has developed PowerPoint presentations on all major SCAG initiatives and they are easily accessible by all staff. These presentations will continue to be updated as new information becomes available. Communications staff will continue to work closely with Planning staff to ensure a consistent look and message for all of SCAG's communications.

- Provide clear, consistent and concise primary messages for media and public involvement and interaction.
- Update technical and non-technical PowerPoint presentations as new information becomes available.
- Tailor specific presentations to meet the needs and interests of the target audiences.
- Maintain a library of all PowerPoint presentations developed, including making such presentations available on SCAG's website, if possible, in advance of meetings.
- Distribute hard copies of the PowerPoint presentations to audiences when conducting the presentations.
- Review and update all existing one-page Fact Sheets.
- Review and update brochures, fliers and other publications relating to SCAG and SCAG's initiatives for general population distribution in concise, understandable, non-technical language.
- Review and update public feedback forms, both paper and web-based.

- Review and enhance web interface to encourage public education and feedback on the related planning efforts.
- Include articles on plans and programs in SCAG's eVision newsletter, produced eight times each year as new information becomes available.

Create New Presentation Materials: (July-October 2007).

Develop new materials to simplify the RTP and cater to subregional audiences. Traditionally, interested parties raise questions about proposed projects in their specific community. Materials that visually highlight the most prominent features of the Plan and are most relevant to audiences will most likely be read and recalled.

Create an introductory, fold-out brochure which visually showcases regional projects of significance. Highlights of the plan will be summarized and created to "pop" to peak interest and enhance readability.

- Create 14 subregional maps that visually depict proposed projects of "subregional" significance.
- Produce the RTP on a CD to ease handling and ensure more efficient use of resources.
- Prepare press releases, calendar advisories, information regarding public workshops and reach out to the ethnic press by providing notices in English, Spanish and Chinese.
- Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Enhance Website Capabilities: (June-October 2007).

- Create new web pages dedicated to the RTP, enhance navigation, and ensure information is up-to-date. Link to stakeholder web pages.
- Translate key RTP communications in English and Spanish on the web pages.
- Utilize SCAG's web site to provide information, conduct an online RTP survey, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide access to major SCAG publications including Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the eVision newsletter, key PowerPoint presentations, data and other planning-related information.
- Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.

Update Contact Databases and Advisory Groups: (January-October 2007).

- Review and update mailing lists for outreach efforts.
- Expand contact databases to include all Interested Parties identified in the Plan.
- Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.
- Conduct an Environmental Justice workshop related to the RTP, and convene an Environmental Justice Advisory Group to meet as needed. This group would include representatives of community-based organizations, non-profits, and Tribal Governments from all parts of the SCAG region.

- Update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade journals, wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older audiences, the disabled, Native Americans and students.
- Coordinate Outreach Efforts with other Stakeholder Organizations: (January-October 2007).
- Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.
- Mail Notice of Draft RTP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP. Ensure that the public comment period is at least 30 days for the plan.
- Participate in regular monthly meetings with the CEOs of the county transportation commissions.
- Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.
- Together with subregional partners and other stakeholder organizations, notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, web site postings, email communications and other opportunities to participate, as appropriate.
- Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.
- Expand the membership of some of SCAG's various committees, task forces and working groups to ensure inclusion of the broader stakeholders and interest groups identified in the Plan.
- Keep interested parties informed with monthly progress reports during the plan development phase.

- Expand the membership of some of SCAG's various committees, task forces and working groups to ensure inclusion of the broader stakeholders and interest groups identified in the Plan.

Train Presenters: (May-June 2007).

- Brief staff members, SCAG elected officials and consultants on all materials available and how to present SCAG's messages to various types of audiences.
- Develop talking points on all PowerPoint presentations to ensure consistent message delivery.

Create an Outreach Schedule: (January-July 2007).

- Proactively contact groups to schedule speakers from the pool of available speakers, as appropriate, to meet the interests of the particular group.
- Continue the practice of attempting to get on other groups' agendas rather than creating meetings from scratch.
- Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.
- Hold any public meetings at convenient and accessible locations and times.

Maintain a Log of Outreach Efforts: (January-October 2007).

- Maintain a log of all agency-wide outreach presentations within CMS, SCAG's contact database system. Such a log already exists and will be augmented as needed to ensure sufficient documentation.

Conduct Public Workshops related to the RTP: (September-October 2007).

- The Draft RTP Update is reviewed by SCAG's Transportation and Communications Committee as part of a public meeting.
- Announce public workshops in printed materials, on SCAG's website, and in local newspapers.

- Conduct at least three public workshops on the draft RTP. Schedule at least one public workshop in Los Angeles County, one in the Inland Empire and one in Orange County to ensure regional representation.
- Develop procedures for public workshops. Include the time to be allotted to each speaker and how the order of appearance is determined. Make arrangements for the submission of written statements in addition to verbal comments.
- Provide translation services at these public workshops, if needed.

Reach Out to Traditionally Underrepresented and/or Underserved Audiences: (April-October 2007).

- Work with Member Relations staff and Subregional Coordinators to aid in identifying underrepresented segments of the region.
- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.
- Provide assistance, if requested 14 days prior to the event, to people with disabilities, including individuals who are blind, have low-vision or are hearing impaired.
- Provide language assistance, if requested 14 days prior to the event, to Limited English Proficient Persons.
- Develop and adopt a plan for providing language assistance for persons with limited English proficiency (LEP Plan).
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Consider and Incorporate Comments Received into the Deliberations Regarding Proposed Plans and Programs: (January-October 2007).

- Review and consider all public comments in the regional transportation planning process.

- Record, track and maintain a log of comments and SCAG's response to the comments within the Communication Management Software System (CMS), SCAG's contact database system.
- Respond to all comments received in a timely manner.
- Evaluate public comments received throughout the planning process and assess whether, and to what extent, modifications were made in the draft documents as a result of the comments received.

Evaluate Public Participation Activities: (October 2007).

Evaluate public participation efforts at the end of phase 1 so that necessary modifications can be made for subsequent phases.

Provide recommendations to enhance the outreach program and better serve the underrepresented segments of the region.

B. PHASE 2: POST- DRAFT RTP (OCTOBER-DECEMBER 2007)

- Continue On-going "All Hands" Outreach Coordination Team Meetings: (October-December 2007).
- Schedule outreach coordination meetings on a bi-weekly basis to identify new opportunities for public presentations and proactively securing speaking engagements and to ensure implementation of the Public Participation Plan strategies.
- Update Existing Presentation Materials: (October-December 2007).
- Revise existing materials as needed to reflect changes in data, information, strategies, and in response to comments received.

Create New Presentation Materials: (October-December 2007).

- Develop new materials, as needed, to simplify the RTP, cater to subregional audiences and reach ethnic segments of the region.
- Continue to utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation,

flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.

- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Enhance Website Capabilities: (October-December 2007).

- Continue to utilize SCAG's web site to provide information, conduct an online RTP survey, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide access to major SCAG publications including Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the eVision newsletters, key PowerPoint presentations, data and other planning-related information.
- Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.

Update Contact Databases and Advisory Groups: (October-December 2007).

- Review and update mailing lists for outreach efforts.
- Expand contact databases to include all Interested Parties identified in the Plan.
- Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.
- Update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade journals,

wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older audiences, the disabled, Native Americans and students.

- Coordinate Outreach Efforts with other Stakeholder Organizations: (October-December 2007).
- Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.
- Participate in regular monthly meetings with the CEOs of the county transportation commissions.
- Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.
- Together with subregional partners and other stakeholder organizations, notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, website postings, email communications and other opportunities to participate, as appropriate.
- Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.
- Keep interested parties informed with monthly progress reports during the post-draft plan development phase.

Develop an Outreach Schedule: (October-December 2007).

- Proactively contact groups to schedule speakers from the pool of available speakers, as appropriate, to meet the interests of the particular group.
- Continue the practice of attempting to get on other groups' agendas rather than creating meetings from scratch.
- Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.

- Hold any public meetings at convenient and accessible locations and times.
- Maintain a Log of Outreach Efforts: (October-December 2007).
- Maintain a log of all agency-wide outreach presentations within CMS, SCAG's contact database system.

Conduct Public Hearings: (November 2007-January 2008).

- The Draft RTP Update is released for 30-day public review.
- The Draft RTP Update is reviewed by SCAG's Transportation and Communications Committee as part of a public meeting.
- Announce public hearings in printed materials, on SCAG's website, and in local newspapers.
- Conduct at least three public hearings on the draft RTP. Schedule at least one public hearing in Los Angeles County, one in the Inland Empire and one in Orange County to ensure regional representation.
- Develop procedures for public hearings. Include the time to be allotted to each speaker and how the order of appearance is determined. A written explanation of adopted procedures should be distributed to participants both prior to and at the hearing. Make arrangements for the submission of written statements in addition to verbal comments.
- Provide translation services at these public hearings, if needed.

Reach Out to Traditionally Underrepresented and/or Underserved Audiences: (October-December 2007)

- Work with Member Relations staff and Subregional Coordinators to aid in identifying underrepresented segments of the region.
- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.
- Engage Tribal Government in the RTP processes through Tribal Government representation on SCAG's governing board and policy committees and through the Tribal Government Relations Task Force.

- Provide assistance, if requested 14 days prior to the event, to people with disabilities, including individuals who are blind, have low-vision or are hearing impaired.
- Provide language assistance, if requested 14 days prior to the event, to Limited English Proficient Persons.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Consider and Incorporate Comments Received into the Deliberations Regarding Proposed Plans and Programs: (October-December 2007).

- Review and consider all public comments in the regional transportation planning process.
- Record, track and maintain a log of comments and SCAG's response to the comments within the Communication Management Software System (CMS), SCAG's contact database system.
- Respond to all significant comments received in a timely manner.
- Evaluate public comments received throughout the planning process and assess whether, and to what extent, modifications were made in the draft documents as a result of the comments received.
- Provide additional opportunity for public comment on the revised plan if the final plan differs significantly from the draft plan that was previously made public.
- Provide a summary, analysis and report on the disposition of all formal comments received as part of the final plan.
- Prepare Final RTP Update for adoption by Regional Council at a public meeting.

Evaluate Public Participation Activities: (December 2007).

- Evaluate public participation efforts at the end of phase 2 so that necessary modifications can be made for subsequent phases.

- Provide recommendations to enhance the outreach program and better serve the underrepresented segments of the region.
- Assess how effective the agency's communication strategies have been in impacting public policy. Conduct a survey of members, partners, stakeholders immediately after the release of the draft plan and again later after the adoption of the plan to determine the impact of the public participation effort.

C.PHASE 3: POST-FINAL RTP (FEBRUARY-DECEMBER 2008)

Update Existing Presentation and Printed Materials: (February-December 2008).

- Provide clear, consistent and concise primary messages for media and public involvement and interaction.
- Update technical and non-technical PowerPoint presentations as new information becomes available.
- Tailor specific presentations to meet the needs and interests of the target audiences.
- Maintain a library of all PowerPoint presentations developed.
- Review and update all existing one-page Fact Sheets.
- Review and update brochures, fliers and other publications relating to SCAG and SCAG's initiatives for general population distribution in concise, understandable, non-technical language.
- Review and update public feedback forms, both paper and web-based.
- Review and enhance web interface to encourage public education and feedback.
- Include articles on plans and programs in SCAG's eVision newsletter, produced eight times each year.
- Create New Presentation Materials: (February-December 2008).

- Create a final brochure which visually showcases regional projects of significance. Highlights of the plan will be summarized and created to “pop” to peak interest and enhance readability.
- Revise 14 subregional maps that visually depict proposed projects of “subregional” significance.
- Produce the RTP on a CD to ease handling and ensure more efficient use of resources.
- Prepare press releases and reach out to the ethnic press by providing notices in English, Spanish and Chinese.
- Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Enhance Website Capabilities: (February-December 2008).

- Maintain web pages dedicated to the RTP and ensure information is up-to-date.
- Translate key RTP communications in English and Spanish on the web pages.
- Utilize SCAG’s website to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide access to major SCAG publications including Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the eVision newsletters, key PowerPoint presentations, data and other planning-related information.

- Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.

Update Contact Databases and Advisory Groups: (February-December 2008).

- Review and update mailing lists for outreach efforts.
- Expand contact databases to include all Interested Parties identified in the Plan.
- Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.
- Coordinate Outreach Efforts with other Stakeholder Organizations: (February-December 2008).
- Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.
- Participate in regular monthly meetings with the CEOs of the county transportation commissions.
- Together with subregional partners and other stakeholder organizations, notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, website postings, email communications and other opportunities to participate, as appropriate.
- Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.
- Expand the membership of some of SCAG’s various committees, task forces and working groups to ensure inclusion of the broader stakeholders and interest groups identified in the Plan.

Create an Outreach Schedule: (February-December 2008).

- Even after the Plan has been adopted, continue to proactively contact groups to schedule speakers from the pool of available speakers, as appropriate, to meet the interests of the particular group.
- Continue the practice of attempting to get on other groups' agendas rather than creating meetings from scratch.
- Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.
- Hold any public meetings at convenient and accessible locations and times.

Maintain a Log of Outreach Efforts: (February-December 2008).

- Maintain a log of all agency-wide outreach presentations within CMS, SCAG's contact database system.
- Reach Out to Traditionally Underrepresented and/or Underserved Audiences: (February-December 2008).
- Work with Member Relations staff and Subregional Coordinators to aid in identifying underrepresented segments of the region.
- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Evaluate Public Participation Activities: (February-December 2008).

- Continue to monitor outreach presentations and assess whether outreach efforts are being conducted throughout the region, including the outlying areas of the region.
- RTP Amendments
- An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project/project phase costs, initiation dates, and/or design concepts and scope. A RTP Amendment

requires public review and comment, demonstration that the project can be completed based on expected funding, and a determination that the change conforms to air quality requirements.

- SCAG's strategies, procedures and techniques for public participation regarding RTP Amendments include, but are not limited to, the release of the proposed RTP amendment for a 30-day public review, posting of the proposed RTP amendment on SCAG's website, presentation of the proposed RTP amendment before certain SCAG committees, review of the proposed RTP amendment by SCAG's Transportation and Communications Committee at a public meeting, and adoption of the proposed RTP amendment by SCAG's Regional Council as part of the public meeting.

SECTION 3. REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

SCAG's Regional Transportation Improvement Program, or RTIP, is a capital listing of all transportation projects proposed over a six-year period. The listing identifies specific funding sources and funding amounts for each project. The proposed transportation projects are funded through a variety of federal, state and local sources. Projects consist of improvements such as, highway improvements, transit, rail, bus, high occupancy vehicle lanes, signal synchronization, intersection improvements, and freeway ramps to name a few. The RTIP must include all transportation projects that are federal funded, as well as all regionally significant transportation projects for which federal approval (Federal Highway Administration or Federal Transit Administration) is required, regardless of funding source. The projects are submitted to SCAG by the five County Transportation Commissions and the Imperial Valley Association of Governments (IVAG). SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the RTIP be consistent with the RTP.

The following outlines SCAG's strategies, procedures and techniques for public participation on the RTIP. SCAG intends to update this section of the Appendix if needed prior to commencing each RTIP cycle to reflect appropriate changes.

A. RTIP PUBLIC PARTICIPATION PROCESS IN THE SCAG REGION

At the outset, it should be noted that SCAG has a Memorandum of Understanding (MOU) with transit operators and each of the County Transportation Commissions (CTCs) within the SCAG Region. These MOUs specify the role of the CTCs with respect to approval of transportation projects utilizing federal, state highway, and transit funds within their respective jurisdiction. They are also responsible for transportation programming and short range planning in their respective county. As a result, the County Transportation Commissions transmit their approved County TIP to SCAG. As such the public participation process and coordination is a tiered process within the SCAG region. This tiered process initiates the public participation process at the CTC's county TIP development stage which occurs long before the development of the SCAG RTIP.

There are several opportunities for the public to review and comment on projects and programs during the development of each county TIP and approval of the SCAG RTIP. These public participation opportunities are described below.

i. Project Identification

Public participation begins at the local agency level starting with identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to review and comment on these projects and local plans prior to local agency board approvals.

ii. Project Funding

The general public, interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, and county

transportation commissions (CTCs) and the Imperial Valley Associated Governments (IVAG).

The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs and IVAG in the SCAG region conduct "call for projects" when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone through an initial public review process described in Section A.i above and are included in a local agency capital improvement needs programs or plans. The CTCs and IVAG work through their respective committee review process to develop a list of projects, including related cost estimates, recommended for funding and adoption by each respective policy board. CTCs/IVAG review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs/IVAG policy boards. All allocation of funds by the policy boards occur in publicly noticed meetings open to the general public.

The allocation of public funds to projects by other entities go through public review processes that are consistent with the federal, state and/or local laws that govern the allocation of the funds.

iii. County TIP Development

The CTCs and IVAG develop their respective TIPs based on RTIP Guidelines written by SCAG in consultation with the CTCs/IVAG and Federal Highway Administration staff, and approved by SCAG's Regional Council. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds such as described in

Section A.i above. When submitting County TIPs to SCAG, each CTC and IVAG is required to adopt a financial resolution which certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.

IV. SCAG RTIP Development

SCAG develops the RTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs and IVAG described above in Section iii. The Draft SCAG RTIP is noted for a 30-day public review, and a public hearing is held at the SCAG office. Notices of the public hearings are placed in the major newspapers throughout the SCAG region. SCAG conducts additional public outreach efforts through the placement of public notices in minority newspapers such as, but not limited to, the Los Angeles Sentinel, La Opinion, El Chicano Newspaper, the Chinese Daily News, and the Korea Times. The Draft SCAG RTIP documents are made available for review and comment by stakeholders, interested parties and the general public through the SCAG internet website at <http://www.scag.ca.gov/rtip> and at public libraries throughout the six-county region prior to the public hearing.

In addition to the public hearing held at the SCAG office, SCAG committees and working groups also review and discuss draft RTIPs. These SCAG groups include the Regional Transportation Agencies' Coalition (RTAC), the Transportation and Communications Committee (TCC), the Transportation Conformity Working Group (TCWG), the Energy and Environment Committee (EEC) and the Chief Executive Officers' Committee. The SCAG Regional Council takes final action when they review and adopt the RTIP as part of a public meeting.

V. SCAG RTIP Updates

The RTIP is amended several times a year. This process is similar to developing the formal RTIP. Proposed amendments to the adopted RTIP are submitted by the CTCs and IVAG to SCAG. After SCAG has completed its analyses of the proposed change(s) to the RTIP ensuring consistency with the various

programming rules and regulations, SCAG electronically posts the proposed change(s) for public review and comment on the SCAG website at <http://www.scag.ca.gov/rtip>. In addition to posting the amendment information on the web, a notice is sent to the Transportation Conformity Working Group as part of the RTIP amendment public review process.

B. Schematic of the Public Participation Process

The following schematic helps to illustrate when stakeholders, interested parties and the general public have the opportunity to review and comment during the RTIP programming development process described above in Section A.

SCAG RTIP PUBLIC PARTICIPATION PROCESS

PUBLIC REVIEW & COMMENT

Development of project lists requiring funding are commonly adopted by public boards in meetings open to the general public.

The allocation of funds to projects commonly occurs by policy boards in publicly noticed meetings open to the general public.

CTCs & IVAG policy boards adopt RTIP financial resolutions. Noticed public hearing is held at the SCAG office to take public input on RTIP document.

Proposed amendments to the RTIP are posted to the SCAG website 15 days prior to transmittal to State and Federal agencies for approval.

TIP DEVELOPMENT PROCESS

PROJECT IDENTIFICATION

Projects are identified based on needs and placed on capital improvement programs or other lists awaiting funds.

PROJECT FUNDING

Projects receiving state and federal funds and/or approvals and local projects determined regionally significant are identified for programming in County TIPs and the SCAG RTIP.

COUNTY TIPS & SCAG RTIP DEVELOPMENT

Projects are first programmed in County TIPs and then submitted to SCAG for inclusion in the SCAG RTIP.

RTIP UPDATES

SCAG processes amendments to the RTIP based on changes requested by the CTCs and IVAG.

PUBLIC REVIEW & COMMENT

TIP DEVELOPMENT PROCESS

Development of project lists requiring funding are commonly adopted by public boards in meetings open to the general public.

PROJECT IDENTIFICATION

Projects are identified based on needs and placed on capital improvement programs or other lists awaiting funds.

Proposed amendments to the RTIP are posted to the SCAG website 15 days prior to transmittal to State and Federal agencies for approval.

CTCs & IVAG policy boards adopt RTIP financial resolutions. Noticed public hearing is held at the SCAG office to take public input on RTIP document.

RTIP Updates

SCAG processes amendments to the RTIP based on changes requested by the CTCs and IVAG.

County TIPs & SCAG RTIP Development

Projects are first programmed in County TIPs and then submitted to SCAG for inclusion in the SCAG RTIP.

The allocation of funds to projects commonly occurs by policy boards in publicly noticed meetings open to the general public.

Project Funding

Projects receiving state and federal funds and/or approvals and local projects determined regionally significant are identified for programming in County TIPs and the SCAG RTIP

Other RTIP Public Participation strategies, procedures and techniques

Enhance Website Capabilities:

- Utilize SCAG's web site to provide information, announce draft and final program releases, encourage feedback and comments from the public, make draft and final programs and corresponding documents available, provide contact information, inform of upcoming events and meetings, post meeting agendas and minutes
- Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.

Update Contact Databases and Advisory Groups:

- Review and update mailing lists for outreach efforts.
- Expand contact databases to include all Interested Parties identified in the Plan.

Coordinate Outreach Efforts with other Stakeholder Organizations:

- Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.
- Mail Notice of Draft RTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTIP. Ensure that the public comment period is at least 30 days for the program.
- Participate in regular meetings with the county transportation commissions/IVAG in the coordination of the draft and final RTIP.

Conduct Public Hearing:

- Announce public hearings in printed materials, on SCAG's website, and in local newspapers.
- Hold any public meetings at convenient and accessible locations and times.

- Conduct at least two public hearings on the draft RTIP. Schedule at least one public hearing at the SCAG offices in Los Angeles.
- Where possible make public hearings available via video or teleconference.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Maintain a Log of Outreach Efforts:

- Maintain a log of all agency-wide outreach presentations within CMS. Such a log already exists and will be augmented as needed to ensure sufficient documentation.
- Review and consider all public comments in the regional transportation planning process.
- Record, track and maintain a log of comments and SCAG's response to the comments within the Communication Management Software System (CMS).
- Respond to all comments received in a timely manner.

D. Annual Listing of Projects

SAFETEA-LU requires the production of this annual listing with the cooperation of Caltrans and the public transportation operators throughout the SCAG region. Additionally, SAFETEA-LU also requires an additional list which identifies all bicycle/pedestrian projects for which Federal funds were obligated in the preceding year. The listing is available on SCAG's website.

The county commissions and IVAG working with the project sponsors within their respective county update project obligations for projects in their county through use of the SCAG RTIP database. SCAG then produces an annual listing of projects utilizing the SCAG RTIP database. In addition, Caltrans produces obligation reports for the MPOs which SCAG also makes available on its website as supplemental information.

E. RTIP Amendments

For the RTIP, SAFETEA-LU has provided two definitions of amendments. The following is a summary of the different types of amendments identified by SCAG and FHWA for the RTIP and the public participation requirements for each amendment type.

Category 1. Administrative Amendment (Administrative Modification)

An administrative amendment, or administrative modification as defined under SAFETEA-LU, includes minor changes to project cost, schedule, scope, or funding sources. Please see the Procedures for Federal Statewide Transportation Program (FSTIP) Modifications for a complete definition of administrative modifications.

Category 2. Formal Amendment – Changes that do not impact the existing conformity determination.

The category of formal amendments may include project cost changes that are greater than 20% of the total project cost or \$2 million, whichever is higher. This amendment may also include adding or deleting projects that are exempt from regional emission analyses.

Category 3. Formal Amendment – Relying on the existing Conformity Determination.

This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.

Category 4. Formal Amendment – New Conformity Determination.

This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis nor part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts: significantly changing the design concept, scope; or schedule of an existing project.

SCAG in consultation, coordination and collaboration with its stakeholders, partners, and interested parties have agreed that the above amendments will be circulated as prescribed in the following table:

PUBLIC HEARING - PUBLIC REVIEW & COMMENT PERIOD REQUIREMENT

Amendment Category	Public Hearing Requirement	Public Review Period # of Days
Category 1. Administrative	n/a	n/a
Category 2. Formal - Changes that do not impact the existing conformity determination	No	15
Category 3. Formal - Relying on existing conformity determination	No	15
Category 4. Formal – Requires a new conformity determination	Yes	30

SECTION 4. OVERALL WORK PROGRAM

Funding for SCAG's metropolitan planning activities are documented in an annual Overall Work Program (OWP) (also known as a Unified Planning Work Program), pursuant to federal requirements, 23 CFR 450.308(b)-(c), and Caltrans guidance.

The OWP is developed each fiscal year, and details the agency's planning and budgetary priorities for the following fiscal year. SCAG's federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG's OWP each year before it takes effect.

The following describes SCAG's strategies, procedures and techniques with respect to public participation on the OWP.

ADOPT OWP PREPARATION SCHEDULE AND WORK PROGRAMS OUTCOMES:(SEPTEMBER-OCTOBER).

- Regional Council adopts the OWP preparation schedule and work program outcomes for the coming fiscal year.

DEVELOP PROJECT RANKING AND SELECTION CRITERIA: (NOVEMBER-FEBRUARY).

- SCAG develops project ranking and selection criteria and communicates to the subregional coordinators (representing 14 geographic areas within the SCAG region), resulting in the development of a preliminary work program.

CONDUCT MULTIPLE REVIEW SESSIONS: (NOVEMBER-FEBRUARY).

- SCAG consults with subregional coordinators resulting in the development of a preliminary work program.

HOLD MONTHLY MEETINGS WITH SUBREGIONAL COORDINATORS: (FEBRUARY-MAY).

- Hold monthly meetings with the subregional coordinators throughout the OWP development stages to keep them apprised of processes, solicit their feedback and address their questions and/or concerns.

CONDUCT A BUDGET WORKSHOP: (FEBRUARY).

- SCAG staff conducts a Budget Workshop for the Regional Council and members of the public.

DISTRIBUTE DRAFT OWP: (MARCH).

- The Regional Council approves the Comprehensive Budget which includes the draft OWP. The draft OWP is distributed to all Regional Council members and the Regional Council approves the release of the document for a 30-day public comment and review period. The draft OWP is also placed on SCAG's website.

DISTRIBUTE THE DRAFT OWP FOR PUBLIC COMMENTS: (MARCH).

- Mail letters to over 300 City Planners, Planning Directors and other Planning representatives within the SCAG region, including subregional coordinators, CTCs and transit operators, and encourage their feedback on the draft OWP. Notify them of the availability of the draft document on SCAG's website.

REVIEW AND CONSIDER COMMENTS RECEIVED IN THE FINAL OWP DELIBERATIONS: (APRIL).

- Review and consider all public comments in the OWP planning process.
- Record, track and maintain a log of comments and SCAG's response to the comments.

ADOPT THE FINAL COMPREHENSIVE BUDGET AND RESOLUTION AUTHORIZING THE SUBMITTAL TO FUNDING PARTNERS: (MAY).

- The Regional Council adopts the Final Comprehensive Budget and Resolution authorizing the submittal of the Final OWP to Caltrans and other funding agencies as necessary for approval. Caltrans must submit the recommended Final OWP to FHWA/FTA by June 1 of each year.

APPENDIX "B"

SUMMARY OF ONLINE PUBLIC PARTICIPATION SURVEY RESULTS AND IMPACT ON RTP AND RTIP OUTREACH

BACKGROUND

In conjunction with the development of the Public Participation Plan Amendment No. 1 regarding the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), staff conducted an online sur-

vey asking for input on how to improve participation as well as sharing information, including meeting notification and other related issues. The survey consisted of 15 questions and was available on the web for 21 days, from June 18, 2007 through July 8, 2007. The survey was posted on SCAG's website as well as distributed via email to 3,600 existing contacts with email addresses in SCAG's contact database. The email also encouraged survey respondents to forward it on to others who might have an interest in it. In total, 376 surveys were completed.

SURVEY RESPONDENTS

The survey was not a random scientific sample, but more of an informal poll of existing contacts to SCAG. The majority (50%) of those who took the survey identified themselves as government agency staff. The second highest percentage (14%) identified themselves as concerned individuals. The remainder was then evenly divided among the categories of: elected official, community group member, other, and business person, all at around 8 percentage points for each category. The smallest group was for those identifying themselves as an environmental group member or staff, which was around 2%. Geographically speaking, the majority (55%) of survey respondents were from Los Angeles County. The remainder of the respondents were broken down as follows: 18% from Orange County, 8% from San Bernardino County, 7% from outside the SCAG region, 5% from Riverside County, 5% from Ventura County and 1% from Imperial County.

SUMMARY OF RESULTS

The first question asked respondents to rate their highest transportation interests and priorities, the top three responses in order were: Reducing Congestion on Roadways, Addressing Funding and Financing Transportation Infrastructures, and Improving Public Transit (Bus and Rail Services).

In the second question, "What draws you to a SCAG meeting?", 68% answered if the meeting was at an accessible location and time, followed by 39% who re-

sponded if the meeting directly related to their work. This question also had a write-in response, which received 41 comments. Several comments included statements such as: “more panel discussions that help debate options,” “good meeting notification,” and “knowing that if I take the time, my suggestions will be responded to and my questions will be answered.”

The third question, “Why else would you want to attend a meeting or event on transportation issues?”, had only a write-in option, in which 189 comments were made.

After going through the written comments, two categories stood out as common reasons, 22% cited they would attend a meeting to learn and keep current on regional, local and transportation trends as well as a general interest in planning issues. The second highest response (16%) would attend meetings to ask questions, provide input that would be taken into consideration, and make a difference.

Another question asked about preferences regarding distribution of complex material. The majority (44%) responded with a preference for a live presentation with corresponding handouts, with the second highest response (33%) preferring information online for review in advance.

Because it was an online survey, those who completed it showed a preference for receiving their material electronically. Other than a meeting, a venue or forum, 43% selected web survey as the next preferred method followed by 40% who cited email comments. When asked, “What is the best way to share information with you?”, 69% selected email notification.

When asked, “Do you feel that SCAG has provided reasonable public access to technical and policy information used in development of the Plans and TIPS?”, 69% reported that they were satisfied or somewhat satisfied while 20% reported that they were not satisfied. The question also contained a write-in option that 12% opted for, in which three-quarters of the group stated that they did not know enough about SCAG to answer the question.

When asked, “How satisfied are you with SCAG’s efforts to solicit public participation?”, the majority (39%) answered that they were indifferent, with 31% satisfied, and 15% dissatisfied.

The last question stated, “If interested, please provide any additional comments in the box below.” A total of 42 written responses were received. A few of the comments challenged SCAG to “provide the level of education that the Compass process did, so participants have a good understanding of the challenges before they are asked to make choices.” Another comment captured the same sentiment but in a different way, “it is so rare to find a concerned individual with ready access to sufficient information in advance to provide meaningful input on the complete regional issues in which SCAG is involved. This is an issue that a successful subregional process could help to address, but at present it is not happening in most parts of the region.”

IMPACT ON RTP/RTIP OUTREACH STRATEGY

One of the first impacts on RTP and RTIP outreach efforts is that 183 people requested to be added to the outreach contact list. This growing contact list will be used for RTP workshop notification, RTP status updates and other correspondence related to the RTP via email.

Survey respondents indicated that they preferred materials in advance of presentations, as well as corresponding handouts to follow along with during the presentation. As a direct result of that input, SCAG will post RTP Powerpoint presentations on SCAG’s website and let the meeting coordinator know in advance so that, when possible, they can notify meeting members of its availability for viewing and downloading. RTP outreach presenters, when possible, will also be distributing hard copies of the Powerpoint presentations for audience members to follow along.

In response to many comments received on the preference for an online survey format, a RTP outreach survey has been created. RTP outreach presenters, when appropriate, will include a slide in their presentation that cites the online RTP survey and how it can be accessed on SCAG’s web site. Survey

respondents indicated that they wanted more time for discussion and debate of the issues. Acknowledging that it is a tremendous challenge to convey all the necessary information for an educated debate, SCAG staff is working to shorten outreach Powerpoint presentations to allow for more discussion amongst audience members. However, this must be weighed against a number of other comments received encouraging SCAG to play a larger role in bringing regional issues to the forefront of the public's mind, and suggesting that SCAG take more of an active role as an educator.

In response to concerns about how public comments that are made will be handled and whether they will have any impact on the RTP and the RTIP, staff will include all formal comments and SCAG's response to those comments in the appendix of the Final Draft of the RTP. In addition, staff will post a summary of all comments received and SCAG's response to those comments on the RTP and RTIP on SCAG's web site as well as the monthly electronic RTP progress reports to the RTP outreach contact list and other interested parties.

To view other actions taken in response to comments received, please view the following table.

COMMENTS FROM FEDERAL AGENCIES	SCAG RESPONSE
#1 - From the Federal Highway Administration: SCAG's Public Participation Plan should include a narrative specifically identifying interested parties who participated in the process of creating the document and the process undertaken in the development of SCAG's Public Participation Plan.	SCAG has added language identifying the interested parties who participated in the process of creating the document (see page 6).
# 2 - Include comments received from the public as well as SCAG's response to that comment to be incorporated into the Public Participation Plan.	SCAG has prepared a matrix outlining comments received from the public during the public comment period for both the Plan and Amendment No. 1, as well as SCAG's response to those comments. The matrix is included as Appendix "C" to the Plan.
#3 - Identify the coordination with statewide public participation by briefly describing how SCAG works with its partners.	SCAG has added language describing the coordination with state agencies (see page 8) and resource agencies (see page 9).
#4 - SCAG to include a brief write-up of the web-survey as well as how the results will impact development of future RTP and TIP cycles.	SCAG has incorporated the impact of the electronic survey on the development of the RTP and the RTIP in Appendix B. A detailed summary of the survey results are also included in Appendix B.
#5 - RTIP Amendment in Appendix "A" discussion to clarify categories of amendments and how public hearing and review process was decided.	SCAG has addressed this comment in Appendix A, Section 3: Regional Transportation Improvement Program.
#6 - From the United States Environmental Protection Agency, Region IX: Include consultation for mitigation activities with Federal, State, and tribal wildlife, land management, and regulatory agencies under Consultation Requirements.	SCAG has added language to further clarify the coordination efforts with federal, state and local resource and regulatory agencies (see pages 6-7).
#7 - Involve resource and regulatory agencies in key decision-making milestones during RTP development.	SCAG has added language to further clarify the coordination efforts with federal, state and local resource and regulatory agencies (see pages 6-7).
# 8 - Outreach to resource and regulatory agencies when a large-scale regional or corridor study (for example, A Major Investment Study (MIS)) is identified for solicitation of early involvement.	SCAG has added language to further clarify the coordination efforts with federal, state and local resource and regulatory agencies (see pages 6-7).
# 9 - Involve resource and regulatory and agencies during TIP development/amendments when substantial project modifications or new projects not previously identified in the RTP are expected to result in significant environmental or community impacts.	SCAG has added language to further clarify the coordination efforts with federal, state and local resource and regulatory agencies (see pages 6-7).
COMMENTS FROM STATE AGENCIES	SCAG RESPONSE

COMMENTS FROM FEDERAL AGENCIES

SCAG RESPONSE

#10 - From Caltrans: On behalf of District 8, I request that SCAG incorporate language into SCAG's SAFETEA-LU FTIP Public Participation Plan to allow Caltrans to adjust our regionally "Exempt" SHOPP Lump Sum back-up Project Listings as described by Wade, Abhijit and Muhaned at yesterday's CFPG Meeting. I am particularly interested in the flexibility discussed yesterday to make minor changes to project descriptions, not SHOPP funding, on the 'Exempt' SHOPP Back-up project listings during SCAG's FTIP Formal Amendment public notice period.

Do you have any concerns about my request? Before passage of SAFETEA -LU, I believe FHWA's LA Office insisted that during the 30-day public notice period for SCAG's Formal FTIP Amendments, the FTIP Amendment was to be locked down and no changes were to be allowed to any projects, not even to the SHOPP "Exempt" Lump Sum Back-up lists. Is my recollection accurate?

If so, now that SAFETEA-LU is in effect, has that restriction been lifted by FHWA's LA Office?"

SCAG discussed your request with FHWA. The result of these discussions is that FHWA agrees with SCAG that minor changes to exempt SHOPP project descriptions (not funding) during the amendment public review period is allowed and covered under SCAG's existing policy.

COMMENTS FROM COUNTY TRANSPORTATION COMMISSIONS

SCAG RESPONSE

#11 - From the Orange County Transportation Authority: I thought that the Draft was great in the way that it laid out plans for how to get the public actively involved in the planning process, and it was a nice supplement to the PowerPoint presentation that you presented. However, I noticed that it seemed to be missing any concluding remarks after goal five. I just mention this because I remember that in your PowerPoint presentation, you had another quote similar to the Margaret Mead quotation at the beginning of the draft.

Comment noted. We have revised the document to include a closing remark to ensure consistency with the beginning of the Plan.

#12 - From the San Bernardino Associated Governments: We have reviewed SCAG's Public Participation Plan and do not have any comments/suggestions. Thx for letting us be part of this process.

Comment noted.

#13 - From the Los Angeles County Metropolitan Transportation Authority: On page 8, second line from the bottom – include the words “and input” after the word “access.” Not only should the public be able to access key decisions, but they should also be able to provide input.

We have added the requested language to the copy.

#14 - From the Los Angeles County Metropolitan Transportation Authority: Page 12, first line – Is the term “subregional coordinators” defined prior to the usage on this page? If not, you may want to provide a definition before using it.

We have added the requested language to the copy.

#15 - From the Los Angeles County Metropolitan Transportation Authority: Page 12, fourth bullet point – In the last sentence, “Ensure that the information provided is timely, accessible and easy-to-understand”; it would be helpful to define the term “timely.”

Comment noted. SCAG will make every effort to release information as soon as it becomes available being cognizant of the time needed for appropriate review and comment.

#16 - From the Ventura County Transportation Commission: Only one comment – the top line of page 7 refers to 4 commissions, shouldn't it be 5?

The copy now on page 10 has been revised to “In addressing the requirements of the AB 1246 process, the multi-county designated transportation planning agency convenes at least two meetings annually of representatives from each of the five commissions, the agency, and the Department of Transportation for the following purposes:”

COMMENTS FROM FEDERAL AGENCIES	SCAG RESPONSE
COMMENTS FROM LOCAL RESOURCE AGENCIES	SCAG RESPONSE
#17 - From the County of Los Angeles, Department of Parks and Recreation: Thank you. No comments at this time.	Comment noted.
#18 - From the County of Los Angeles, Department of Parks and Recreation: We agree that transportation is an important issue concerning Southern California residents. We are most interested in the impacts that the transportation projects would have on the facilities under the jurisdiction of this Department including parks, recreational facilities/areas, and trails used for hiking, biking, and horseback riding. Specific impacts include, but are not limited to the following: Potential loss or disturbance of existing open space and recreation lands; Potential for transportation projects to cut off a neighborhood's access to a park or recreational area; Potential noise impacts to park patrons as a result of transportation projects; and Potential increase in air pollutants emissions (e.g. diesel/toxics) near a recreational or open space area.	Comment noted.
#19 - Generally, we attend public meetings to discuss and provide input on transportation projects that may impact the facilities under the jurisdiction of this Department. Factors that would further encourage us to attend meetings include accessible meeting location and time, and availability of meeting agenda and materials prior to the meeting.	Comment noted.
#20 - We prefer to attend meetings during business hours. We also attend evening and weekend meetings as necessary.	Comment noted.
#21 - With few exceptions, all of the meetings we attend are in Los Angeles County.	Comment noted.
#22 - We prefer that complex materials presented to us as follows: Information online for review in advance; Live presentation with corresponding handouts for us to follow along with; and Map and other visual aids.	Comment noted.
#23 - We also prefer that hard copies of plans and other publications be made available to us on request. Although electronic files are generally available on compact discs and/or on SCAG's website, it is easier to review and comment on hard copies of documents sent directly to our office.	Comment noted.
#24 - Generally, we provide comments in formal letters sent via regular mail or e-mail to the requesting agency. We also comment in-person when testimony is necessary.	Comment noted.
#25 - The best ways for SCAG to keep us informed of its work are through regular mail and e-mail.	Comment noted.
#26 - We feel that SCAG has provided reasonable public access to technical and policy information used in the development of its plans and other documents.	Comment noted.

COMMENTS FROM FEDERAL AGENCIES	SCAG RESPONSE
#27 - We regularly receive information from SCAG via regular mail and e-mail. We also visit SCAG's website on a regular basis and are generally able to locate the information or material we need.	Comment noted.
#28 - We are generally satisfied with SCAG's effort to solicit public participation.	Comment noted.
COMMENTS FROM SUBREGIONS	SCAG RESPONSE
<p>#29 - From the Orange County Council of Governments: The Board of Directors of the Orange County Council of Governments, a joint powers agency comprised of 55 member agencies, reviewed SCAG's Draft Public Participation Plan at its meeting of February 22, 2007. In conjunction with this review, the OCCOG Board unanimously supported the Plan's purpose, goals and objectives to expand SCAG's current outreach efforts and engage a broader and more diverse group of stakeholders in the development of Regional Transportation Plans. OCCOG's Technical Advisory Committee also reviewed the draft Plan at its February 6 meeting, recommending unanimous support.</p> <p>The OCCOG Board of Directors found the draft Public Participation Plan to be comprehensive in scope, and supports the Plan's requirements to provide early and continuing involvement in Regional Transportation Plan updates and to provide complete information to stakeholders. With efforts currently underway on the development of the 2007 update to the Regional Transportation Plan, OCCOG looks forward to working with SCAG to ensure that the interests, concerns and recommendations of Orange County stakeholders are secured on the 2007 Regional Transportation Plan update.</p>	Comment noted.
<p>#30 - From the San Bernardino Associated Governments: In response to Amendment 1 to SCAG's Public Participation Plan, I would again suggest that the Plan should focus more on "SCAG's ability to provide a framework for bottom-up planning and more frequent and ongoing participation" (a quote from page 6 of the Plan) and less on SCAG as a stand-alone organization independent of implementing agencies and other members. It is simply not possible, given the size of the Region, for SCAG staff and consultants to be fully cognizant of how local perspectives color each small area's view of regional issues; instead this requires active participation by representatives who are grounded in their respective local views, and are at the same time conversant with the regional issues. To accomplish this, SCAG must view itself more as an agency charged with establishment and maintenance of a framework for regional collaboration and less as a stand-alone organization. It also requires that SCAG dedicate itself more to coordination, facilitation, and in some cases capacity building, and less to efforts to be the ultimate source of answers to the Region's problems.</p>	<p>We have included a considerable amount of language within the Plan that addresses bottom-up planning, including many strategies that involve working with the subregions and subregional coordinators</p> <p>Our overall efforts at SCAG are driven by our Mission Statement and our Strategic Plan, policy that was adopted by the Regional Council. The Mission Statement includes the phrase The Southern California Association of Governments will accomplish this Mission by "Using an inclusive decision-making process that resolves conflicts and encourages trust." Our Strategic Plan includes a section on "Encouraging and Fostering Regional Partnerships: Goal One - Enhance the Effectiveness of Subregional Relationships." Therefore, these documents should guide our efforts in working with the subregions.</p>

COMMENTS FROM FEDERAL AGENCIES

SCAG RESPONSE

#31 - From the City of Los Angeles: The proposed plan provides a very good "road map" for obtaining the level and quality of public participation which the region deserves and needs. However, the real test comes, not in the drafting of the plan, but in its application. In this regard I offer the following comments:

SCAG needs to do a better job of consensus building, which is the best way to tackle the exceedingly complex problems of the region. Consensus occurs when there is a high level of confidence that the preferred alternative(s) have been identified. This requires broad collaboration and outreach, as well as very high quality technical work. Although, SCAG has made commendable efforts in these areas, there is room for improvement. In addition, more collaboration would allow fresh ideas and approaches into SCAG's planning process, and mitigate the risk of SCAG focusing too much on particular internally favored planning approaches. As SCAG's ability to build consensus grows, so would the credibility of the organization, which would empower not only SCAG but the region, leading to more effective implementation of policy goals.

We agree that collaboration and consensus-building are key to addressing the region's challenges. We also agree with you that enhanced collaboration and participation will lead to more effective implementation of policy goals. We have included a considerable amount of language within the Plan that addresses bottom-up planning, including many strategies that involve working with the subregions and subregional coordinators. Our overall efforts at SCAG are driven by our Mission Statement and our Strategic Plan, policy that was adopted by the Regional Council. The Mission Statement includes the phrase The Southern California Association of Governments will accomplish this Mission by "Using an inclusive decision-making process that resolves conflicts and encourages trust." Our Strategic Plan includes a section on "Encouraging and Fostering Regional Partnerships: Goal One - Enhance the Effectiveness of Subregional Relationships." Therefore, these documents should guide our efforts in working with the subregions and others.

#32 - From the City of Los Angeles: Thank you for your very helpful response. I finally had time to read more carefully the draft Public Participation Plan. I was relieved to see that the role of the Subregional Coordinators is mentioned in several areas. I think the description of the role of the Coordinators, as presently included in the draft document, is sufficient. Please retain this language. The Coordinators, in my opinion, play an important role in the collaboration and consensus-building process. Thank you for your attention to these concerns.

We believe that the subregions play an important role in the collaboration and consensus-building process. We will continue to be mindful of this role in future iterations of the Public Participation Plan.

#33 - From the Western Riverside Council of Governments: Thank you for the opportunity to comment on the 2007 SCAG Draft Public Participation Plan. I believe the public participation plan will provide excellent opportunities for the region to participate in the regional transportation planning and policy process.

Comment noted.

#34 - From Las Virgenes – Malibu Council of Governments: It looks fine. No comments.

Comment noted.

#35 - From the Gateway Cities Council of Governments: The Gateway Cities Council of Governments has reviewed and approves the SCAG Draft Public Participation Plan.

Comment noted.

#36 - From the South Bay Cities Council of Governments: I was just skimming these documents and noticed that on page 23 of the plan, it says that between January and July 2007, the SCAG committees, task forces and working groups would be expanded to include a broader representation of stakeholders.

The expansion of the task forces and committees has been put on hold. The President is currently working with committee chairs to assess participation in each of the various committees and task forces. Once that assessment has been completed, a call will go out to all Regional Council members seeking recommendations for additional members. Since the Regional Council is not meeting in September, we anticipate that the call will go out prior to the end of the 2007 calendar year, most likely at either the October or November Regional Council meetings.

Do you know what is happening on this? Our Chair wants to recommend South Bay elected officials for committees and we were told that this was on hold.

COMMENTS FROM FEDERAL AGENCIES	SCAG RESPONSE
<p>#37 - From the Ventura Council of Governments: Thank you for the opportunity to comment on SCAG's recently released Public Participation Plan Amendment No. 1. The Plan should emphasize the role and importance of the Subregions and Subregional Coordinators in ensuring a successful and effective process. The Coordinators are an invaluable asset in communicating, obtaining feedback, and framing solutions for a myriad of issues. We look forward to serving as a significant conduit of information in facilitating public participation.</p>	<p>Our overall efforts at SCAG are driven by our Mission Statement and our Strategic Plan, policy that was adopted by the Regional Council. The Mission Statement includes the phrase The Southern California Association of Governments will accomplish this Mission by "Using an inclusive decision-making process that resolves conflicts and encourages trust." Our Strategic Plan includes a section on "Encouraging and Fostering Regional Partnerships: Goal One - Enhance the Effectiveness of Subregional Relationships." Therefore, these documents should guide our efforts in working with the subregions and others.</p> <p>We believe that collaboration and consensus-building are key to addressing the region's challenges. We have included a considerable amount of language within the Public Participation Plan that addresses bottom-up planning, including many strategies that involve working with the subregions and subregional coordinators.</p>
COMMENTS FROM TRIBAL GOVERNMENTS	SCAG RESPONSE
<p>#38 - From the Agua Caliente Band of Cahuilla Indians: We have reviewed the attached public participation plan and don't have any comments to submit to SCAG.</p>	<p>Comment noted.</p>
COMMENTS FROM AIR DISTRICTS	SCAG RESPONSE
<p>#39 - From the Imperial County Air Pollution Control District: The Imperial County Air Pollution Control District (Air District) is interested in being placed on the SCAG mailing list for environmental information related to any amendments to the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP). Unfortunately, we were unable to finalize our review of the information provided. Because, there have been projects in the past which have quoted the current RTP and RCP as definitive in concluding either "no impact" or "insignificant impacts" to air quality here in Imperial County, the Air District would like to formally request to be placed on your mailing list.</p>	<p>Comment noted.</p>
COMMENTS FROM TRANSIT PROVIDERS	SCAG RESPONSE
<p>#40 - From Gold Coast Transit: On page 3, under item 5 (a), we would suggest that the participation plan should more broadly define the target audiences to include businesses in general, not just those in the transportation services. All businesses have needs for employee and customer transportation, along with receiving and shipping requirements for supplies and commodities. We also suggest that integration with transit agencies be specifically mentioned in this section.</p>	<p>This is taken directly from the applicable regulations, 23 CFR 450.316(a) (See 72 FR 7273; February 14, 2007) intended to provide further guidance regarding the participation requirements of SAFETEA-LU. A more detailed list of interested parties, including the private sector, can be found on page 11.</p>
<p>#41 - On page 5, under item 5 (a) (2), we would suggest a more detailed description be included to describe how the public would know if significant issues are raised prior to the publication of the "final metropolitan transportation plan and TIP."</p>	<p>Within the strategies for implementation, SCAG's web site will be used to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, and post meeting agendas and minutes. SCAG also intends to keep interested parties informed with monthly progress reports during the plan development phase.</p>

COMMENTS FROM FEDERAL AGENCIES	SCAG RESPONSE
#42 - On page 20, under the "Update Existing Presentation Materials" heading – would it be possible to make the PowerPoint presentations available on-line for both the public to review and for local agencies to use in some of their local meetings?	PowerPoint presentations will be made available on SCAG's web site.
#43 - On page 22, under the "Coordinate Outreach Efforts" heading – would it be possible to publish the list of the subregional stakeholders online so that citizens could seek information?	Within the strategies for implementation, SCAG will keep interested parties informed with electronic monthly progress reports during the plan development phase and will also post on SCAG's web site.
#44 - On page 23, under the "Conduct Public Hearings" heading, we suggest that a public hearing in Ventura County be considered.	Comment noted.
#45 - On page 24, under the "Consider and Incorporate Comments. . ." heading, we suggest that the public comments be made available on-line for review by other citizens and agencies.	Comments will be made available as part of the adopted Public Participation Plan Amendment No. 1 which will also be posted on SCAG's web site.
COMMENTS FROM NON-MOTORIZED TRANSPORTATION	SCAG RESPONSE
#46 - From the Bicycle Commuter Coalition of the Inland Empire: I would like to see SCAG utilize an internet blog or website to broadcast the planning documents to a broader audience and enable them to comment without having to physically travel somewhere just to provide input. With abysmal congestion, it would be wise to adopt a virtual meeting space and web conference like that available on WebEx for public participation. Our business conducts countless meetings in this manner and would suggest SCAG and regional planning agencies adopt some of these techniques to mitigate transportation congestion and air pollution. Walk the Talk.	As part of SCAG's Public Participation Plan draft Amendment No. 1, there are strategies in place to "Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences." SCAG will be conducting a demonstration project this fiscal year by web casting several of our meetings.
<p>#47 - From the Orange County Bicycle Coalition: The Orange County Bicycle Coalition (OCBC), a California public benefit corporation, is explicitly authorized to speak for about 2000 Orange County bicyclists, including our members and members of member clubs. Beyond that, we try to speak for all bicyclists, including the poor, the elderly, and children, and for the bicycle industry</p> <p>Several years ago I attended--at considerable personal inconvenience--a number of SCAG meetings. I was attempting to advance the cause of bicycle transportation and SCAG seemed interested, though as it turned out not interested enough to do more than have meetings. Since then, most recently last April, you and I have been in contact, without any results. Now OCBC's received a package of material entitled "Public Participation Plan, Amendment 1", and we've been asked for comments.</p> <p>OCBC's comments now are the same as they've always been: Bicycle transportation has the potential to remove ten or twenty percent of cars from Southern California's roads, including freeways, but progress towards that goal requires government's public promise to provide, and maybe--since bicyclists have become cynical about government's good faith--actual provision of, bike lanes on all arterials.</p>	<p>We encourage you to continue the dialogue so that we can make bicycling safer and a more attractive transportation alternative, not only in Orange County, but throughout the region.</p>

COMMENTS FROM FEDERAL AGENCIES	SCAG RESPONSE
COMMENTS FROM MEMBER CITIES	SCAG RESPONSE
#48 - The City of Fountain Valley: The Draft Public Participation Plan dated October 17, 2006 is very comprehensive. The City of Fountain Valley supports all efforts to maximize public participation.	Comment noted.
#49 - From the City of Brea: Thank you for providing the City of Brea with a copy of the above plan at the last OCCOG – TAC meeting. We have reviewed the plan and find it comprehensive and well-thought out. Public Participation is always a key element in the coordination and development of regional plans. The section on “Bottom-Up Planning and Interagency Consultation” is a helpful approach to our agency. The City of Brea appreciates being informed and included in SCAG’S regional policy-making process. We also concur with the plan’s five (5) Public Participation Plan Goals. Again, thank you, and we look forward to receiving a copy of the final plan once it is adopted.	Comment noted.
#50 - From the City of Colton: The City of Colton appreciates the opportunity to review the Public Participation, Draft Amendment No. 1 document. Those goals, procedures, strategies, and techniques described in the document appear reasonable and logical and therefore, we have no comments at this time. We request that SCAG continue to involve the City of Colton in formulating the public participation process and completing the Public Participation Plan. We would also appreciate receipt of all documents that are prepared by SCAG in the future.	Comment noted.

